

HYDRAULIC  
EXCAVATOR

**PC290LC-8**  
**PC290NLC-8**

SERIAL NUMBERS PC290LC- K50001  
PC290NLC- K50001<sup>and up</sup>





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# HYDRAULIC EXCAVATOR

## PC290LC-8 PC290NLC-8

**Machine model      Serial number**

PC290LC-8              K50001 and up  
PC290NLC-8          K50001 and up

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Note 1: Always keep the latest version of this manual in accordance with this list and utilize accordingly.

The marks shown to the right of Form No. denote the following:

○: New issue (to be filed additionally) ●: Revision (to be replaced for each Form No.)

Note 2: This shop manual can be supplied for each Form No.

Note 3: To file this shop manual in the special binder for management, handle it as follows:

- Place a divider on the top of each section in the file after matching the Tub No. with No. indicated next to each Section Name shown in the table below:
- File overview and other materials in sections in the order shown below and utilize them accordingly.

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PC290LC, 290NLC-8 Hydraulic excavator

Form No. UEN00002-01

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# HYDRAULIC EXCAVATOR

## PC290LC-8 PC290NLC-8

### Machine model      Serial number

PC290LC-8	K50001 and up
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# Foreword and general information

(Rev. 2005/11)

## Safety notice

### Important safety notice

Proper service and repair are extremely important for safe machine operation. The service and repair techniques recommended by Komatsu and described in this manual are both effective and safe. Some of these techniques require the use of tools specially designed by Komatsu for the specific purpose.

To prevent injury to workers, the symbol **▲** is used to mark safety precautions in this manual. The cautions accompanying these symbols should always be followed carefully. If any dangerous situation arises or may possibly arise, first consider safety, and take the necessary actions to deal with the situation.

### 1. General precautions

**▲ Mistakes in operation are extremely dangerous. Read the Operation and Maintenance Manual carefully before operating the machine.**

- 1) Before carrying out any greasing or repairs, read all the safety plates stuck to the machine. For the locations of the safety plates and detailed explanation of precautions, see the Operation and Maintenance Manual.
- 2) Decide a place in the repair workshop to keep tools and removed parts. Always keep the tools and parts in their correct places. Always keep the work area clean and make sure that there is no dirt, water, or oil on the floor. Smoke only in the areas provided for smoking. Never smoke while working.
- 3) When carrying out any operation, always wear safety shoes and helmet. Do not wear loose work clothes, or clothes with buttons missing.
  - Always wear safety glasses when hitting parts with a hammer.
  - Always wear safety glasses when grinding parts with a grinder, etc.
- 4) When carrying out any operation with 2 or more workers, always agree on the operating procedure before starting. Always inform your fellow workers before starting any step of the operation. Before starting work, hang UNDER REPAIR signs in the operator's compartment.
- 5) Only qualified workers must carry out work and operation which require license or qualification.
- 6) Keep all tools in good condition, learn the correct way to use them, and use the proper ones of them. Before starting work, thoroughly check the tools, machine, fork-lift, service car, etc.

- 7) If welding repairs are needed, always have a trained and experienced welder carry out the work. When carrying out welding work, always wear welding gloves, apron, shielding goggles, cap and other clothes suited for welding work.
- 8) Before starting work, warm up your body thoroughly to start work under good condition.

### Safety points

1	Good arrangement
2	Correct work clothes
3	Following work standard
4	Making and checking signs
5	Prohibition of operation and handling by unlicensed workers
6	Safety check before starting work
7	Wearing protective goggles (for cleaning or grinding work)
8	Wearing shielding goggles and protectors (for welding work)
9	Good physical condition and preparation
10	Precautions against work which you are not used to or you are used to too much

### 2. Preparations for work

- 1) Before adding oil or making any repairs, park the machine on hard and level ground, and apply the parking brake and block the wheels or tracks to prevent the machine from moving.
- 2) Before starting work, lower the work equipment (blade, ripper, bucket, etc.) to the ground. If this is not possible, insert the lock pin or use blocks to prevent the work equipment from falling. In addition, be sure to lock all the control levers and hang warning signs on them.

- 3) When disassembling or assembling, support the machine with blocks, jacks, or stands before starting work.
- 4) Remove all mud and oil from the steps or other places used to get on and off the machine. Always use the handrails, ladders or steps when getting on or off the machine. Never jump on or off the machine. If it is impossible to use the handrails, ladders or steps, use a stand to provide safe footing.

### 3. Precautions during work

- 1) Before disconnecting or removing components of the oil, water, or air circuits, first release the pressure completely from the circuit. When removing the oil filler cap, a drain plug, or an oil pressure pickup plug, loosen it slowly to prevent the oil from spurting out.
- 2) The coolant and oil in the circuits are hot when the engine is stopped, so be careful not to get scalded. Wait for the oil and coolant to cool before carrying out any work on the oil or water circuits.
- 3) Before starting work, stop the engine. When working on or around a rotating part, in particular, stop the engine. When checking the machine without stopping the engine (measuring oil pressure, revolving speed, temperature, etc.), take extreme care not to get rolled or caught in rotating parts or moving parts.
- 4) Before starting work, remove the leads from the battery. Always remove the lead from the negative (–) terminal first.
- 5) When raising a heavy component (heavier than 25 kg), use a hoist or crane. Before starting work, check that the slings (wire ropes, chains, and hooks) are free from damage. Always use slings which have ample capacity and install them to proper places. Operate the hoist or crane slowly to prevent the component from hitting any other part. Do not work with any part still raised by the hoist or crane.
- 6) When removing a cover which is under internal pressure or under pressure from a spring, always leave 2 bolts in diagonal positions. Loosen those bolts gradually and alternately to release the pressure, and then remove the cover.
- 7) When removing components, be careful not to break or damage the electrical wiring. Damaged wiring may cause electrical fires.
- 8) When removing piping, stop the fuel or oil from spilling out. If any fuel or oil drips onto the floor, wipe it up immediately. Fuel or oil on the floor can cause you to slip and can even start fires.
- 9) As a general rule, do not use gasoline to wash parts. Do not use it to clean electrical parts, in particular.
- 10) Be sure to assemble all parts again in their original places. Replace any damaged parts and parts which must not be reused with new parts. When installing hoses and wires, be sure that they will not be damaged by contact with other parts when the machine is operated.
- 11) When installing high pressure hoses, make sure that they are not twisted. Damaged tubes are dangerous, so be extremely careful when installing tubes for high pressure circuits. In addition, check that connecting parts are correctly installed.
- 12) When assembling or installing parts, always tighten them to the specified torques. When installing protective parts such as guards, or parts which vibrate violently or rotate at high speed, be particularly careful to check that they are installed correctly.
- 13) When aligning 2 holes, never insert your fingers or hand. Be careful not to get your fingers caught in a hole.
- 14) When measuring hydraulic pressure, check that the measuring tools are correctly assembled.
- 15) Take care when removing or installing the tracks of track-type machines. When removing the track, the track separates suddenly, so never let anyone stand at either end of the track.
- 16) If the engine is operated for a long time in a place which is not ventilated well, you may suffer from gas poisoning. Accordingly, open the windows and doors to ventilate well.

**4. Precautions for sling work and making signs**

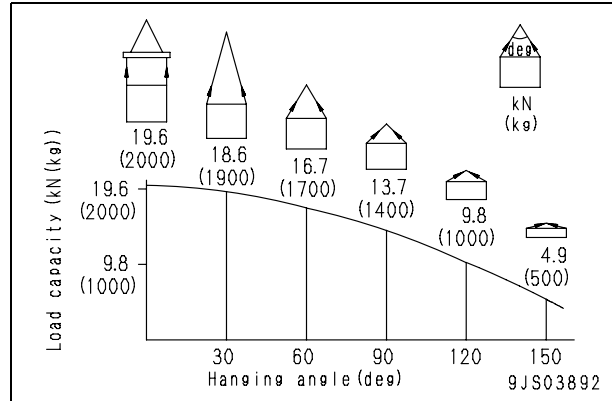
1) Only one appointed worker must make signs and co-workers must communicate with each other frequently. The appointed sign maker must make specified signs clearly at a place where he is seen well from the operator's seat and where he can see the working condition easily. The sign maker must always stand in front of the load and guide the operator safely.

- Do not stand under the load.
- Do not step on the load.

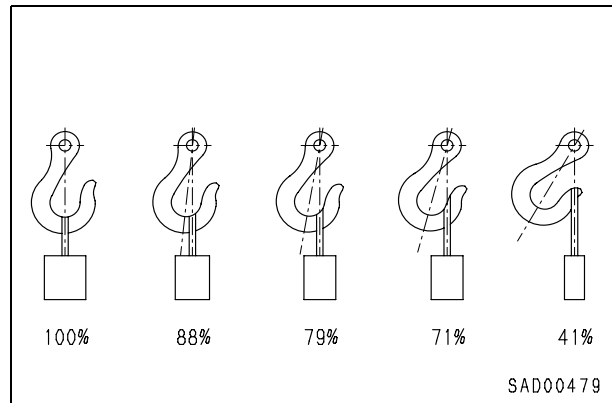
- 2) Check the slings before starting sling work.
- 3) Keep putting on gloves during sling work. (Put on leather gloves, if available.)
- 4) Measure the weight of the load by the eye and check its center of gravity.
- 5) Use proper sling according to the weight of the load and method of slinging. If too thick wire ropes are used to sling a light load, the load may slip and fall.
- 6) Do not sling a load with 1 wire rope alone. If it is slung so, it may rotate and may slip out of the rope. Install 2 or more wire ropes symmetrically.

**⚠ Slinging with one rope may cause turning of the load during hoisting, untwisting of the rope, or slipping of the rope from its original winding position on the load, which can result in a dangerous accident.**

7) Limit the hanging angle to 60°, as a rule. Do not sling a heavy load with ropes forming a wide hanging angle from the hook. When hoisting a load with 2 or more ropes, the force subjected to each rope will increase with the hanging angle. The table below shows the variation of allowable load in kN {kg} when hoisting is made with 2 ropes, each of which is allowed to sling up to 9.8 kN {1,000 kg} vertically, at various hanging angles. When the 2 ropes sling a load vertically, up to 19.6 kN {2,000 kg} of total weight can be suspended. This weight is reduced to 9.8 kN {1,000 kg} when the 2 ropes make a hanging angle of 120°. If the 2 ropes sling a 19.6 kN {2,000 kg} load at a lifting angle of 150°, each of them is subjected to a force as large as 39.2 kN {4,000 kg}.



- 8) When installing wire ropes to an angular load, apply pads to protect the wire ropes. If the load is slippery, apply proper material to prevent the wire rope from slipping.
- 9) Use the specified eyebolts and fix wire ropes, chains, etc. to them with shackles, etc.
- 10) Apply wire ropes to the middle portion of the hook.
  - Slinging near the tip of the hook may cause the rope to slip off the hook during hoisting. The hook has the maximum strength at the middle portion.



- 11) Do not use twisted or kinked wire ropes.
- 12) When lifting up a load, observe the following.
  - Wind in the crane slowly until wire ropes are stretched. When settling the wire ropes with the hand, do not grasp them but press them from above. If you grasp them, your fingers may be caught.
  - After the wire ropes are stretched, stop the crane and check the condition of the slung load, wire ropes, and pads.




- If the load is unstable or the wire rope or chains are twisted, lower the load and lift it up again.
  - Do not lift up the load slantingly.
- 13) When lifting down a load, observe the following.
- When lifting down a load, stop it temporarily at 30 cm above the floor, and then lower it slowly.
  - Check that the load is stable, and then remove the sling.
  - Remove kinks and dirt from the wire ropes and chains used for the sling work, and put them in the specified place.

#### 5. Precautions for using mobile crane

- ★ Read the Operation and Maintenance Manual of the crane carefully in advance and operate the crane safely.

#### 6. Precautions for using overhead hoist crane

**▲ When raising a heavy part (heavier than 25 kg), use a hoist, etc. In Disassembly and assembly, the weight of a part heavier than 25 kg is indicated after the mark of .**

- 1) Before starting work, inspect the wire ropes, brake, clutch, controller, rails, over wind stop device, electric shock prevention earth leakage breaker, crane collision prevention device, and power application warning lamp, and check safety.
- 2) Observe the signs for sling work.
- 3) Operate the hoist at a safe place.
- 4) Check the direction indicator plates (east, west, south, and north) and the directions of the control buttons without fail.
- 5) Do not sling a load slantingly. Do not move the crane while the slung load is swinging.
- 6) Do not raise or lower a load while the crane is moving longitudinally or laterally.
- 7) Do not drag a sling.
- 8) When lifting up a load, stop it just after it leaves the ground and check safety, and then lift it up.
- 9) Consider the travel route in advance and lift up a load to a safe height.
- 10) Place the control switch on a position where it will not be an obstacle to work and passage.
- 11) After operating the hoist, do not swing the control switch.
- 12) Remember the position of the main switch so that you can turn off the power immediately in an emergency.

- 13) If the hoist stops because of a power failure, turn the power switch OFF. When turning on a switch which was turned OFF by the electric shock prevention earth leakage breaker, check that the devices related to that switch are not in operation state.
- 14) If you find an obstacle around the hoist, stop the operation.
- 15) After finishing the work, stop the hoist at the specified position and raise the hook to at least 2 m above the floor. Do not leave the sling installed to the hook.

#### 7. Selecting wire ropes

- 1) Select adequate ropes depending on the weight of parts to be hoisted, referring to the table below.

Wire ropes  
(Standard "Z" twist ropes without galvanizing)  
(JIS G3525, No. 6, Type 6X37-A)

Nominal diameter of rope mm	Allowable load	
	kN	ton
10	8.8	0.9
12	12.7	1.3
14	17.3	1.7
16	22.6	2.3
18	28.6	2.9
20	35.3	3.6
25	55.3	5.6
30	79.6	8.1
40	141.6	14.4
50	221.6	22.6
60	318.3	32.4

- ★ The allowable load is one-sixth of the breaking strength of the rope used (Safety coefficient: 6).

## How to read the shop manual

- Some attachments and optional parts in this shop manual may not be delivered to certain areas. If one of them is required, consult KOMATSU distributors.
- Materials and specifications are subject to change without notice.
- Shop manuals are divided into the “Chassis volume” and “Engine volume”. For the engine unit, see the engine volume of the engine model mounted on the machine.

### 1. Composition of shop manual

This shop manual contains the necessary technical information for services performed in a workshop. For ease of understanding, the manual is divided into the following sections.

#### 00. Index and foreword

This section explains the shop manuals list, table of contents, safety, and basic information.

#### 01. Specification

This section explains the specifications of the machine.

#### 10. Structure, function and maintenance standard

This section explains the structure, function, and maintenance standard values of each component. The structure and function sub-section explains the structure and function of each component. It serves not only to give an understanding of the structure, but also serves as reference material for troubleshooting. The maintenance standard sub-section explains the criteria and remedies for disassembly and service.

#### 20. Standard value table

This section explains the standard values for new machine and judgement criteria for testing, adjusting, and troubleshooting. This standard value table is used to check the standard values in testing and adjusting and to judge parts in troubleshooting.

#### 30. Testing and adjusting

This section explains measuring instruments and measuring methods for testing and adjusting, and method of adjusting each part. The standard values and judgement criteria for testing and adjusting are explained in Testing and adjusting.

#### 40. Troubleshooting

This section explains how to find out failed parts and how to repair them. The troubleshooting is divided by failure modes. The “S mode” of the troubleshooting related to the engine may be also explained in the Chassis volume and Engine volume. In this case, see the Chassis volume.

#### 50. Disassembly and assembly

This section explains the special tools and procedures for removing, installing, disassembling, and assembling each component, as well as precautions for them. In addition, tightening torque and quantity and weight of coating material, oil, grease, and coolant necessary for the work are also explained.

#### 90. Diagrams and drawings (chassis volume)/Repair and replacement of parts (engine volume)

- Chassis volume  
This section gives hydraulic circuit diagrams and electrical circuit diagrams.
- Engine volume  
This section explains the method of reproducing, repairing, and replacing parts.

### 2. Revision and distribution

Any additions, revisions, or other change of notices will be sent to KOMATSU distributors. Get the most up-to-date information before you start any work.

**3. Filing method**

File by the brochures in the correct order of the form number printed in the shop manual composition table.

- **Revised edition mark**








When a manual is revised, the ones and tens digits of the form number of each brochure is increased by 1. (Example: 00, 01, 02 ...)

- **Revisions**

Revised brochures are shown in the shop manual composition table.

**4. Symbols**

Important safety and quality portions are marked with the following symbols so that the shop manual will be used practically.

Symbol	Item	Remarks
	Safety	Special safety precautions are necessary when performing work.
	Caution	Special technical precautions or other precautions for preserving standards are necessary when performing work.
	Weight	Weight of parts of component or parts. Caution necessary when selecting hoisting wire, or when working posture is important, etc.
	Tightening torque	Places that require special attention for tightening torque during assembly.
	Coat	Places to be coated with adhesives, etc. during assembly.
	Oil, coolant	Places where oil, etc. must be added, and capacity.
	Drain	Places where oil, etc. must be drained, and quantity to be drained.

**5. Units**

In this shop manual, the units are indicated with International System of units (SI). For reference, conventionally used Gravitational System of units is indicated in parentheses { }.

## Explanation of terms for maintenance standard

The maintenance standard values necessary for judgment of products and parts are described by the following terms.

### 1. Standard size and tolerance

- To be accurate, the finishing size of parts is a little different from one to another.
- To specify a finishing size of a part, a temporary standard size is set and an allowable difference from that size is indicated.
- The above size set temporarily is called the "standard size" and the range of difference from the standard size is called the "tolerance".
- The tolerance with the symbols of + or - is indicated on the right side of the standard size.

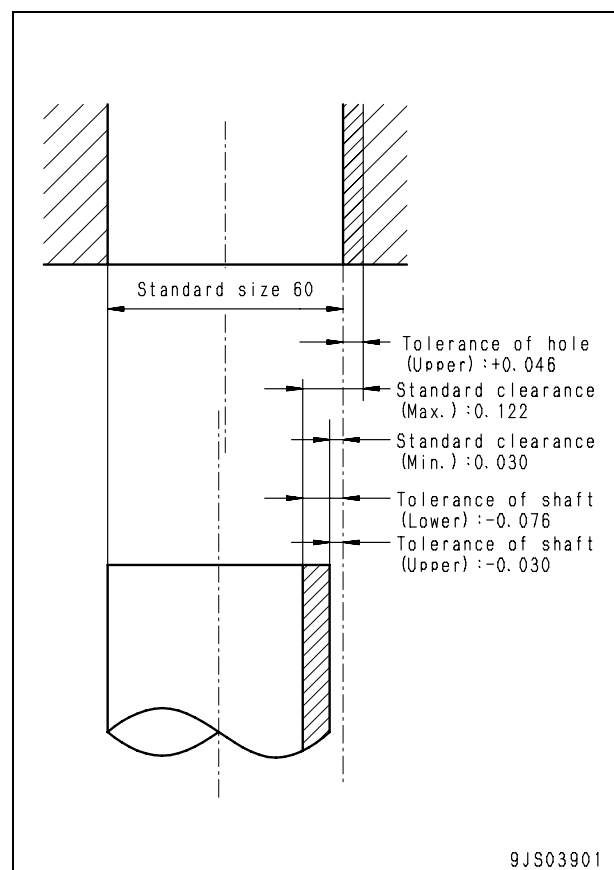
Example:

Standard size	Tolerance
120	-0.022 -0.126

- ★ The tolerance may be indicated in the text and a table as [standard size (upper limit of tolerance/lower limit of tolerance)].  
Example) 120 (-0.022/-0.126)
- Usually, the size of a hole and the size of the shaft to be fitted to that hole are indicated by the same standard size and different tolerances of the hole and shaft. The tightness of fit is decided by the tolerance.
- Indication of size of rotating shaft and hole and relationship drawing of them

Example:

Standard size	Tolerance	
	Shaft	Hole
60	-0.030 -0.076	+0.046 0



**2. Standard clearance and standard value**

- The clearance made when new parts are assembled is called the “standard clearance”, which is indicated by the range from the minimum clearance to the maximum clearance.
- When some parts are repaired, the clearance is generally adjusted to the standard clearance.
- A value of performance and function of new products or equivalent is called the “standard value”, which is indicated by a range or a target value.
- When some parts are repaired, the value of performance/function is set to the standard value.

**3. Standard interference**

- When the size of a hole is smaller than the size of a shaft because of the standard size and tolerance, the difference between these sizes is called the “interference”.
- The range (A – B) from the difference (A) between the minimum size of the shaft and the maximum size of the hole to the difference (B) between the maximum size of the shaft and the minimum size of the hole is the “standard interference”.
- After repairing or replacing some parts, measure the size of their hole and shaft and check that the interference is in the standard range.

**4. Repair limit and allowable value**

- The size of a part changes because of wear and deformation while it is used. The limit of changed size is called the “repair limit”.
- If a part is worn to the repair limit must be replaced or repaired.
- The performance and function of a product lowers while it is used. A value below which the product can be used without causing a problem is called the “allowable value”.
- If a product is worn to the allowable value, it must be checked or repaired. Since the permissible value is estimated from various tests or experiences in most cases, however, it must be judged after considering the operating condition and customer's requirement.

**5. Clearance limit**

- Parts can be used until the clearance between them is increased to a certain limit. The limit at which those parts cannot be used is called the “clearance limit”.
- If the clearance between the parts exceeds the clearance limit, they must be replaced or repaired.

**6. Interference limit**

- The allowable maximum interference between the hole of a part and the shaft of another part to be assembled is called the “interference limit”.
- The interference limit shows the repair limit of the part of smaller tolerance.
- If the interference between the parts exceeds the interference limit, they must be replaced or repaired.

## Handling electric equipment and hydraulic component

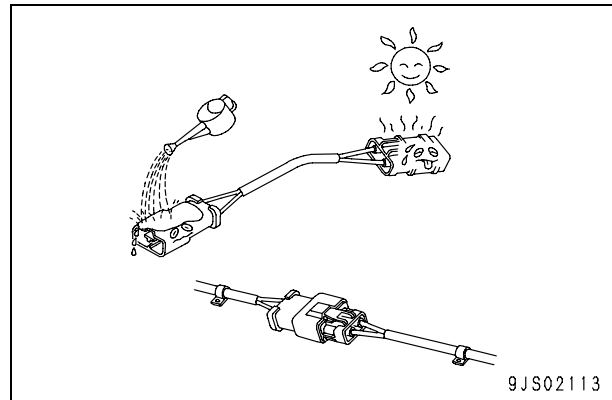
To maintain the performance of the machine over a long period, and to prevent failures or other troubles before they occur, correct "operation", "maintenance and inspection", "troubleshooting", and "repairs" must be carried out. This section deals particularly with correct repair procedures for mechatronics and is aimed at improving the quality of repairs. For this purpose, it gives sections on "Handling electric equipment" and "Handling hydraulic equipment" (particularly gear oil and hydraulic oil).

### Points to remember when handling electric equipment

#### 1. Handling wiring harnesses and connectors

Wiring harnesses consist of wiring connecting one component to another component, connectors used for connecting and disconnecting one wire from another wire, and protectors or tubes used for protecting the wiring.

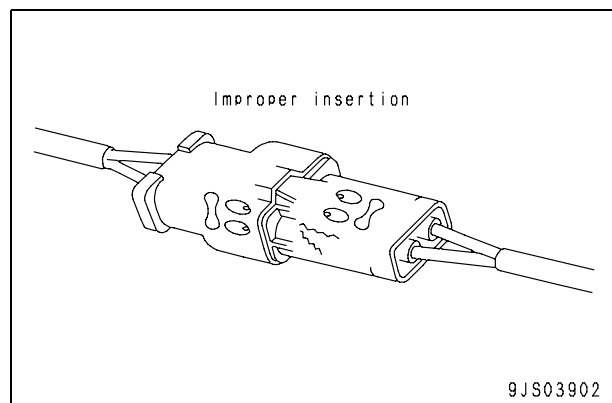
Compared with other electrical components fitted in boxes or cases, wiring harnesses are more likely to be affected by the direct effects of rain, water, heat, or vibration. Furthermore, during inspection and repair operations, they are frequently removed and installed again, so they are likely to suffer deformation or damage. For this reason, it is necessary to be extremely careful when handling wiring harnesses.



#### 2. Main failures occurring in wiring harness

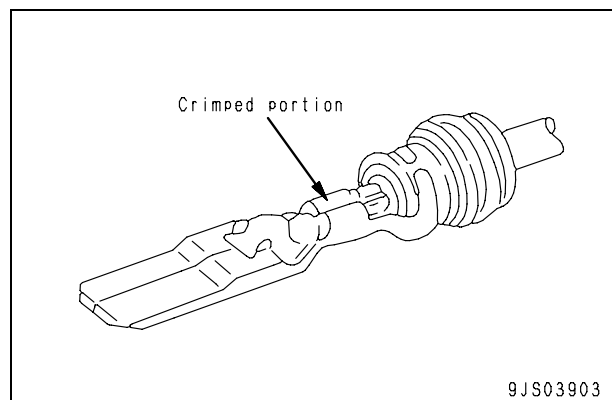
##### 1) Defective contact of connectors (defective contact between male and female)

Problems with defective contact are likely to occur because the male connector is not properly inserted into the female connector, or because one or both of the connectors is deformed or the position is not correctly aligned, or because there is corrosion or oxidization of the contact surfaces.



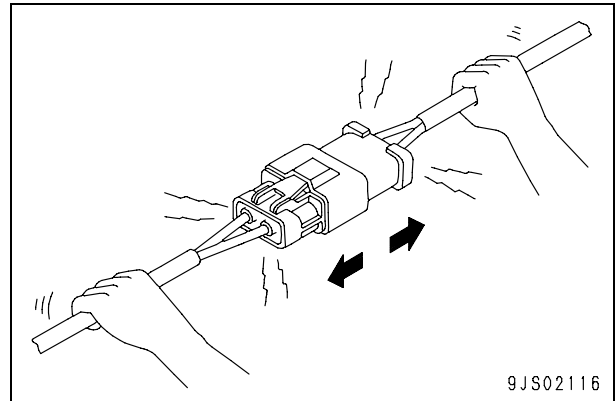
##### 2) Defective crimping or soldering of connectors

The pins of the male and female connectors are in contact at the crimped terminal or soldered portion, but if there is excessive force brought to bear on the wiring, the plating at the joint will peel and cause improper connection or breakage.



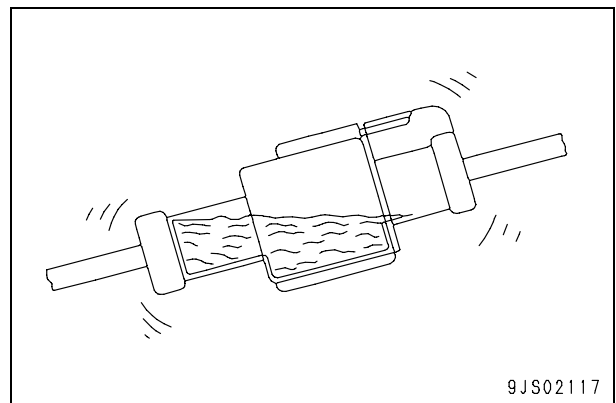
## 3) Disconnections in wiring

If the wiring is held and the connectors are pulled apart, or components are lifted with a crane with the wiring still connected, or a heavy object hits the wiring, the crimping of the connector may separate, or the soldering may be damaged, or the wiring may be broken.



## 4) High-pressure water entering connector

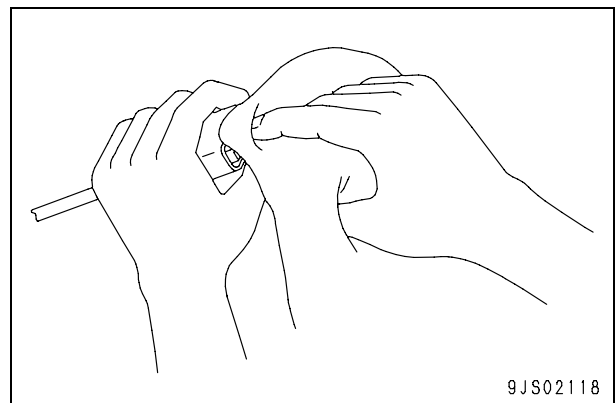
The connector is designed to make it difficult for water to enter (drip-proof structure), but if high-pressure water is sprayed directly on the connector, water may enter the connector, depending on the direction of the water jet. Accordingly, take care not splash water over the connector. The connector is designed to prevent water from entering, but at the same time, if water does enter, it is difficult for it to be drained. Therefore, if water should get into the connector, the pins will be short-circuited by the water, so if any water gets in, immediately dry the connector or take other appropriate action before passing electricity through it.



## 5) Oil or dirt stuck to connector

If oil or grease are stuck to the connector and an oil film is formed on the mating surface between the male and female pins, the oil will not let the electricity pass, so there will be defective contact. If there is oil or grease stuck to the connector, wipe it off with a dry cloth or blow it dry with compressed air and spray it with a contact restorer.

- ★ When wiping the mating portion of the connector, be careful not to use excessive force or deform the pins.
- ★ If there is oil or water in the compressed air, the contacts will become even dirtier, so remove the oil and water from the compressed air completely before cleaning with compressed air.



**3. Removing, installing, and drying connectors and wiring harnesses**

1) Disconnecting connectors

1] Hold the connectors when disconnecting.

When disconnecting the connectors, hold the connectors. For connectors held by a screw, loosen the screw fully, then hold the male and female connectors in each hand and pull apart. For connectors which have a lock stopper, press down the stopper with your thumb and pull the connectors apart.

★ Never pull with one hand.

2] When removing from clips

- Both of the connector and clip have stoppers, which are engaged with each other when the connector is installed.

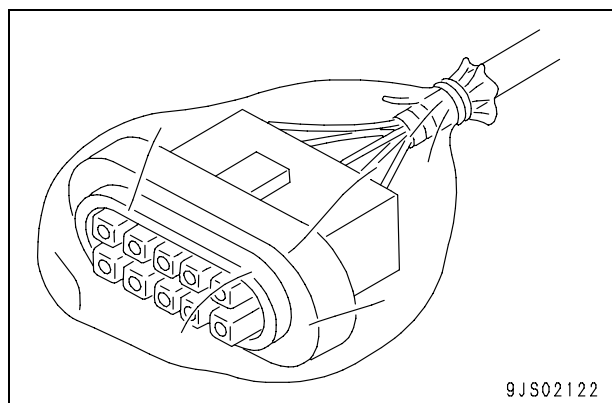
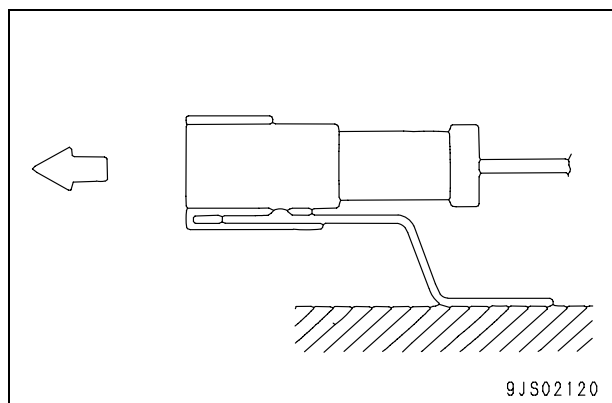
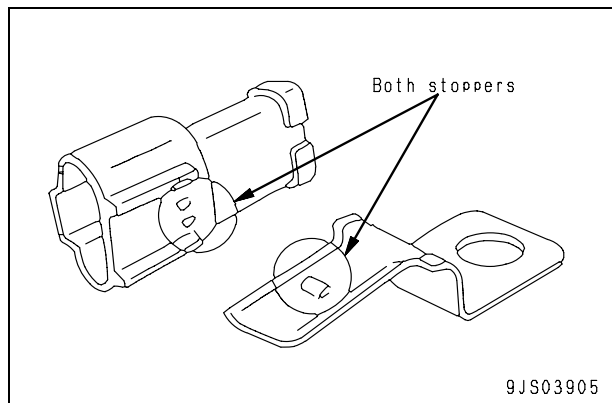
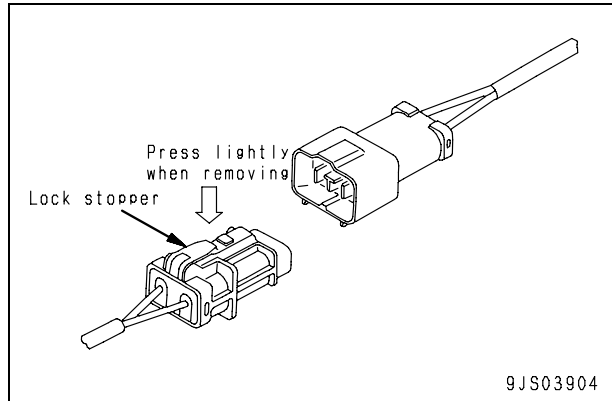
- When removing a connector from a clip, pull the connector in a parallel direction to the clip for removing stoppers.

- ★ If the connector is twisted up and down or to the left or right, the housing may break.

3] Action to take after removing connectors

After removing any connector, cover it with a vinyl bag to prevent any dust, dirt, oil, or water from getting in the connector portion.

- ★ If the machine is left disassembled for a long time, it is particularly easy for improper contact to occur, so always cover the connector.





2) Connecting connectors

- 1] Check the connector visually.  
 Check that there is no oil, dirt, or water stuck to the connector pins (mating portion).  
 Check that there is no deformation, defective contact, corrosion, or damage to the connector pins.  
 Check that there is no damage or breakage to the outside of the connector.

- ★ If there is any oil, water, or dirt stuck to the connector, wipe it off with a dry cloth. If any water has got inside the connector, warm the inside of the wiring with a dryer, but be careful not to make it too hot as this will cause short circuits.

- ★ If there is any damage or breakage, replace the connector.

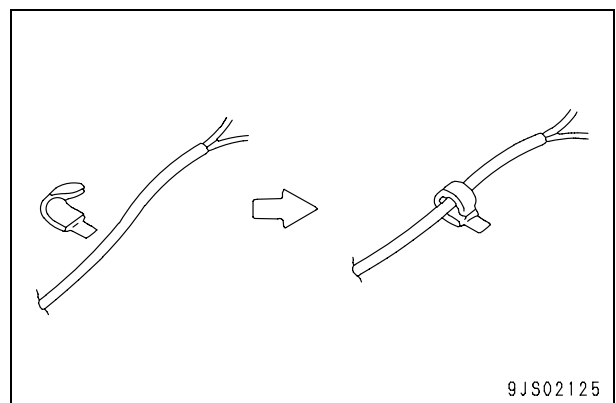
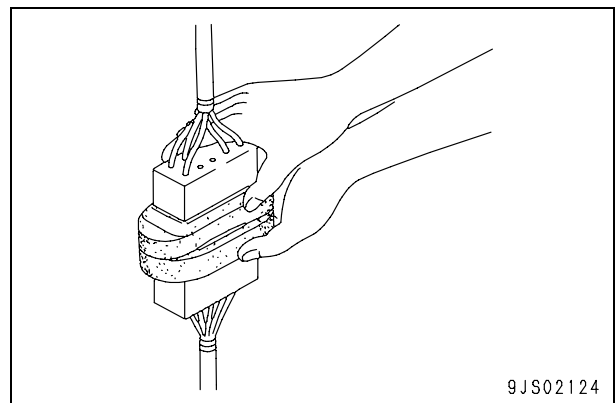
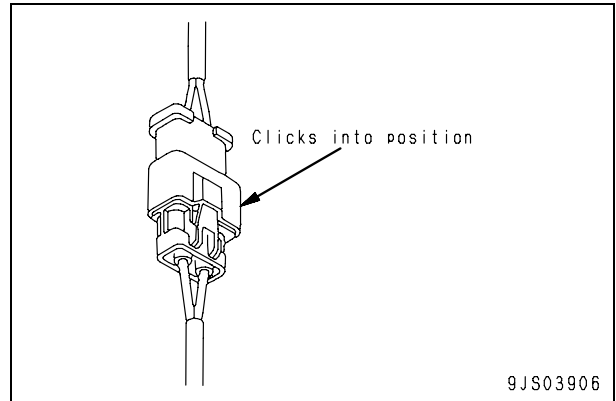
- 2] Fix the connector securely.  
 Align the position of the connector correctly, and then insert it securely. For connectors with lock stopper, push in the connector until the stopper clicks into position.

- 3] Correct any protrusion of the boot and any misalignment of the wiring harness.

For connectors fitted with boots, correct any protrusion of the boot. In addition, if the wiring harness is misaligned, or the clamp is out of position, adjust it to its correct position.

- ★ If the connector cannot be corrected easily, remove the clamp and adjust the position.

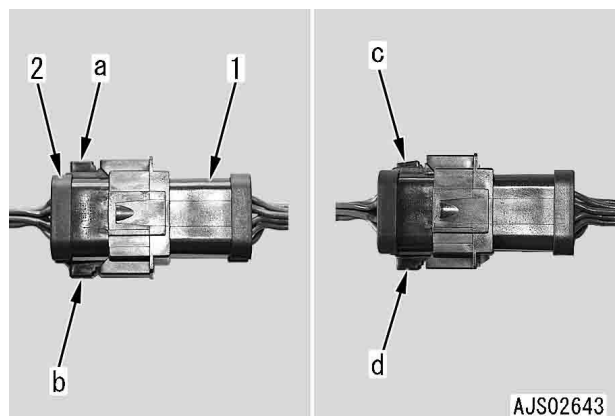
- If the connector clamp has been removed, be sure to return it to its original position. Check also that there are no loose clamps.



3) Connecting DT connectors

Since the DT 8-pin and 12-pin heavy duty wire connectors have 2 latches respectively, push them in until they click 2 times.

1. Male connector
  2. Female connector
- Normal locking state (Horizontal): a, b, d
  - Incomplete locking state (Diagonal): c



## 4) Drying wiring harness

If there is any oil or dirt on the wiring harness, wipe it off with a dry cloth. Avoid washing it in water or using steam. If the connector must be washed in water, do not use high-pressure water or steam directly on the wiring harness. If water gets directly on the connector, do as follows.

- 1] Disconnect the connector and wipe off the water with a dry cloth.

- ★ If the connector is blown dry with compressed air, there is the risk that oil in the air may cause defective contact, so remove all oil and water from the compressed air before blowing with air.

- 2] Dry the inside of the connector with a dryer.

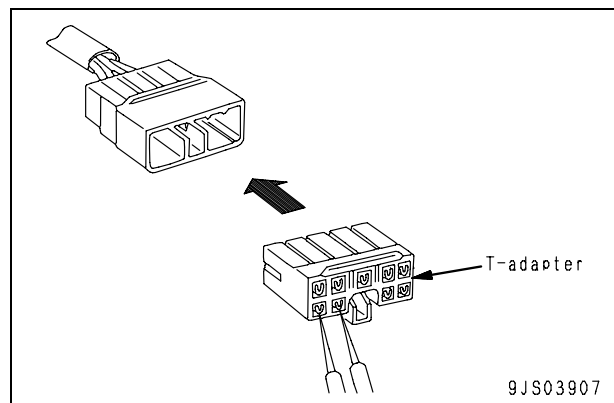
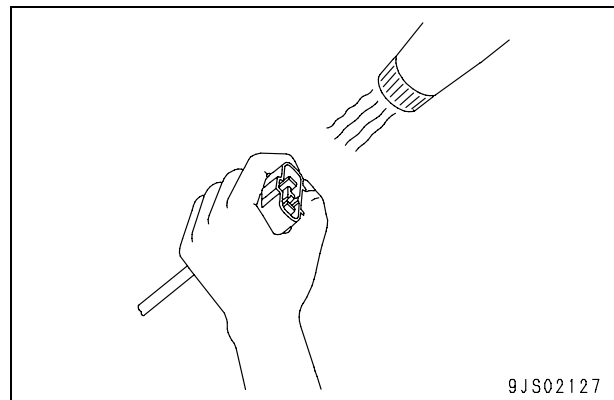
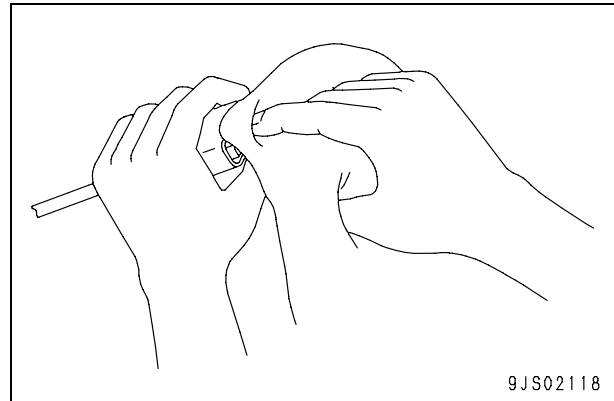
If water gets inside the connector, use a dryer to dry the connector.

- ★ Hot air from the dryer can be used, but regulate the time that the hot air is used in order not to make the connector or related parts too hot, as this will cause deformation or damage to the connector.

- 3] Carry out a continuity test on the connector.

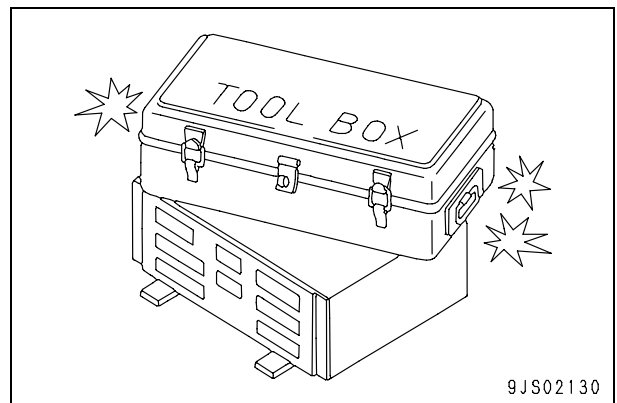
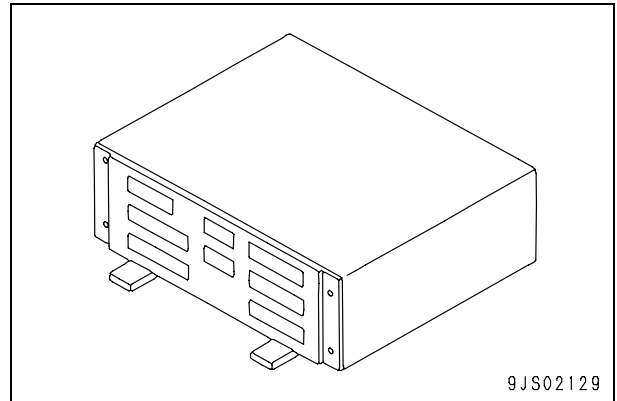
After drying, leave the wiring harness disconnected and carry out a continuity test to check for any short circuits between pins caused by water.

- ★ After completely drying the connector, blow it with contact restorer and reassemble.



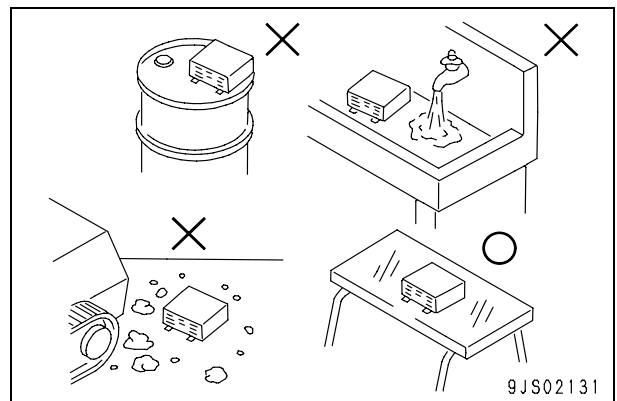
#### 4. Handling controller

- 1) The controller contains a microcomputer and electronic control circuits. These control all of the electronic circuits on the machine, so be extremely careful when handling the controller.
- 2) Do not place objects on top of the controller.
- 3) Cover the control connectors with tape or a vinyl bag. Never touch the connector contacts with your hand.
- 4) During rainy weather, do not leave the controller in a place where it is exposed to rain.
- 5) Do not place the controller on oil, water, or soil, or in any hot place, even for a short time. (Place it on a suitable dry stand).
- 6) Precautions when carrying out arc welding  
When carrying out arc welding on the body, disconnect all wiring harness connectors connected to the controller. Fit an arc welding ground close to the welding point.



#### 5. Points to remember when troubleshooting electric circuits

- 1) Always turn the power OFF before disconnecting or connecting connectors.
- 2) Before carrying out troubleshooting, check that all the related connectors are properly inserted.
  - ★ Disconnect and connect the related connectors several times to check.
- 3) Always connect any disconnected connectors before going on to the next step.
  - ★ If the power is turned ON with the connectors still disconnected, unnecessary abnormality displays will be generated.
- 4) When carrying out troubleshooting of circuits (measuring the voltage, resistance, continuity, or current), move the related wiring and connectors several times and check that there is no change in the reading of the tester.
  - ★ If there is any change, there is probably defective contact in that circuit.



### Points to remember when handling hydraulic equipment

With the increase in pressure and precision of hydraulic equipment, the most common cause of failure is dirt (foreign material) in the hydraulic circuit. When adding hydraulic oil, or when disassembling or assembling hydraulic equipment, it is necessary to be particularly careful.

#### 1. Be careful of the operating environment.

Avoid adding hydraulic oil, replacing filters, or repairing the machine in rain or high winds, or places where there is a lot of dust.

#### 2. Disassembly and maintenance work in the field

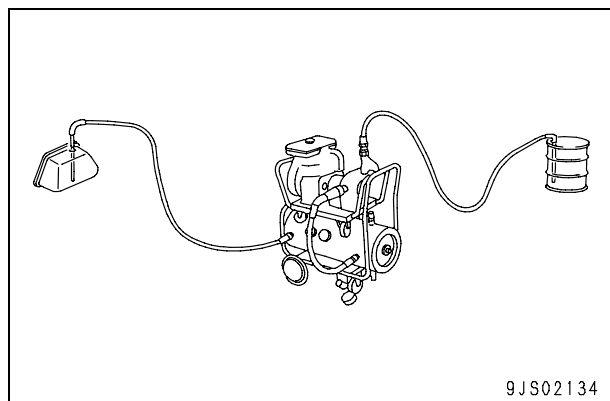
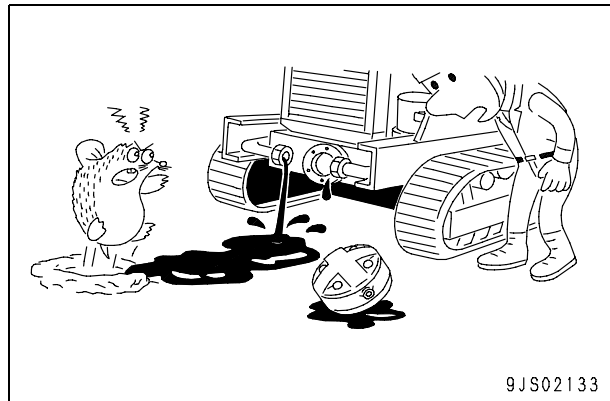
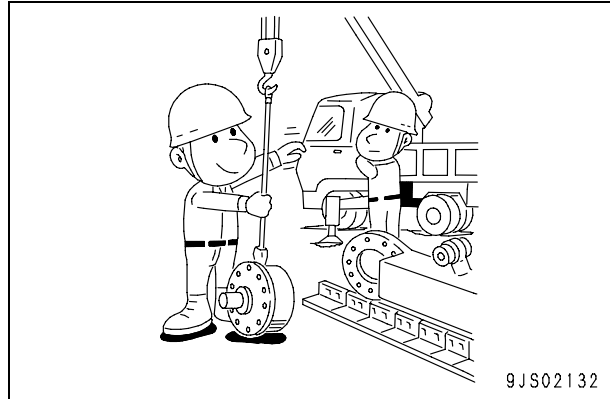
If disassembly or maintenance work is carried out on hydraulic equipment in the field, there is danger of dust entering the equipment. It is also difficult to check the performance after repairs, so it is desirable to use unit exchange. Disassembly and maintenance of hydraulic equipment should be carried out in a specially prepared dustproof workshop, and the performance should be checked with special test equipment.

#### 3. Sealing openings

After any piping or equipment is removed, the openings should be sealed with caps, tapes, or vinyl bags to prevent any dirt or dust from entering. If the opening is left open or is blocked with a rag, there is danger of dirt entering or of the surrounding area being made dirty by leaking oil so never do this. Do not simply drain oil out onto the ground, but collect it and ask the customer to dispose of it, or take it back with you for disposal.

#### 4. Do not let any dirt or dust get in during refilling operations

Be careful not to let any dirt or dust get in when refilling with hydraulic oil. Always keep the oil filler and the area around it clean, and also use clean pumps and oil containers. If an oil cleaning device is used, it is possible to filter out the dirt that has collected during storage, so this is an even more effective method.

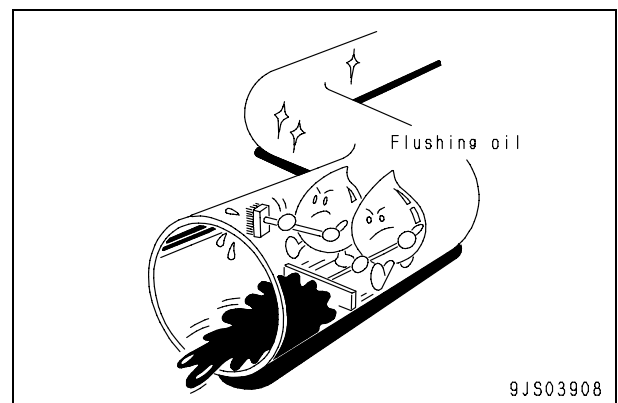


### 5. Change hydraulic oil when the temperature is high

When hydraulic oil or other oil is warm, it flows easily. In addition, the sludge can also be drained out easily from the circuit together with the oil, so it is best to change the oil when it is still warm. When changing the oil, as much as possible of the old hydraulic oil must be drained out. (Drain the oil from the hydraulic tank; also drain the oil from the filter and from the drain plug in the circuit.) If any old oil is left, the contaminants and sludge in it will mix with the new oil and will shorten the life of the hydraulic oil.

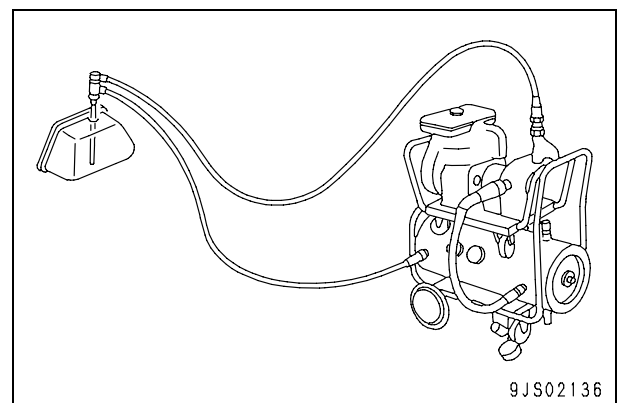
### 6. Flushing operations

After disassembling and assembling the equipment, or changing the oil, use flushing oil to remove the contaminants, sludge, and old oil from the hydraulic circuit. Normally, flushing is carried out twice: primary flushing is carried out with flushing oil, and secondary flushing is carried out with the specified hydraulic oil.



### 7. Cleaning operations

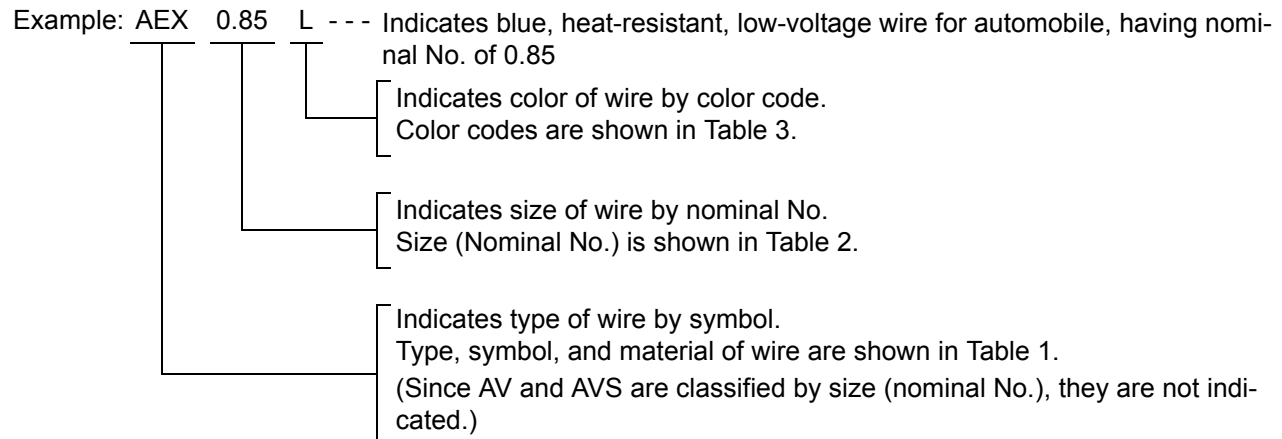
After repairing the hydraulic equipment (pump, control valve, etc.) or when running the machine, carry out oil cleaning to remove the sludge or contaminants in the hydraulic oil circuit. The oil cleaning equipment is used to remove the ultra fine (about 3  $\mu$ ) particles that the filter built in the hydraulic equipment cannot remove, so it is an extremely effective device.



## How to read electric wire code

- ★ The information about the wires unique to each machine model is described in Troubleshooting section, Relational information of troubleshooting.

In the electric circuit diagram, the material, thickness, and color of each electric wire are indicated by symbols. The electric wire code is helpful in understanding the electric circuit diagram.



### 1. Type, symbol, and material

AV and AVS are different in only thickness and outside diameter of the cover. AEX is similar to AV in thickness and outside diameter of AEX and different from AV and AVS in material of the cover.

(Table 1)

Type	Sym- bol	Material		Using temperature range (°C)	Example of use	
Low-voltage wire for automobile	AV	Conduc- tor	Annealed copper for elec- tric appliance	-30 to +60	General wiring (Nominal No. 5 and above)	
		Insulator	Soft polyvinyl chloride			
Thin-cover low-voltage wire for automobile	AVS	Conduc- tor	Annealed copper for elec- tric appliance		-50 to +110	General wiring (Nominal No. 3 and below)
		Insulator	Soft polyvinyl chloride			
Heat-resis- tant low-volt- age wire for automobile	AEX	Conduc- tor	Annealed copper for elec- tric appliance	-50 to +110	General wiring in extremely cold district, wiring at high-tem- perature place	
		Insulator	Heat-resistant crosslinked polyethylene			

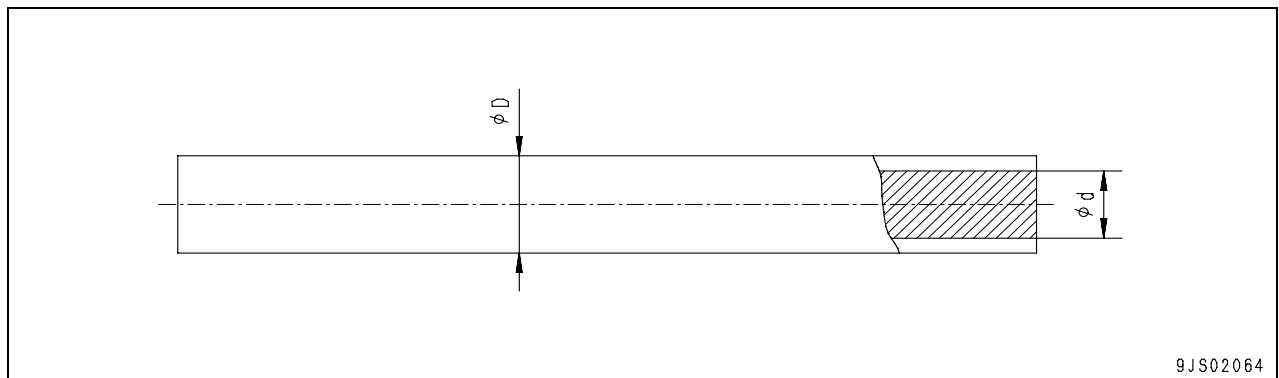
## 2. Dimensions

(Table 2)

Nominal No.		0.5f	(0.5)	0.75f	(0.85)	1.25f	(1.25)	2f	2	3f	3	5
Conductor	Number of strands/Diameter of strand	20/0.18	7/0.32	30/0.18	11/0.32	50/0.18	16/0.32	37/0.26	26/0.32	58/0.26	41/0.32	65/0.32
	Sectional area (mm <sup>2</sup> )	0.51	0.56	0.76	0.88	1.27	1.29	1.96	2.09	3.08	3.30	5.23
	d (approx.)	1.0		1.2		1.5		1.9	1.9	2.3	2.4	3.0
Cover D	AVS Standard	2.0		2.2		2.5		2.9	2.9	3.5	3.6	–
	AV Standard	–		–		–		–	–	–	–	4.6
	AEX Standard	2.0		2.2		2.7		3.0	3.1	–	3.8	4.6

Nominal No.		8	15	20	30	40	50	60	85	100
Conductor	Number of strands/Diameter of strand	50/0.45	84/0.45	41/0.80	70/0.80	85/0.80	108/0.80	127/0.80	169/0.80	217/0.80
	Sectional area (mm <sup>2</sup> )	7.95	13.36	20.61	35.19	42.73	54.29	63.84	84.96	109.1
	d (approx.)	3.7	4.8	6.0	8.0	8.6	9.8	10.4	12.0	13.6
Cover D	AVS Standard	–	–	–	–	–	–	–	–	–
	AV Standard	5.5	7.0	8.2	10.8	11.4	13.0	13.6	16.0	17.6
	AEX Standard	5.3	7.0	8.2	10.8	11.4	13.0	13.6	16.0	17.6

“f” of nominal No. denotes flexible”.



9JS02064

### 3. Color codes table

(Table 3)

Color Code	Color of wire	Color Code	Color of wire
B	Black	LgW	Light green & White
Br	Brown	LgY	Light green & Yellow
BrB	Brown & Black	LR	Blue & Red
BrR	Brown & Red	LW	Blue & White
BrW	Brown & White	LY	Blue & Yellow
BrY	Brown & Yellow	O	Orange
Ch	Charcoal	P	Pink
Dg	Dark green	R	Red
G	Green	RB	Red & Black
GB	Green & Black	RG	Red & Green
GL	Green & Blue	RL	Red & Blue
Gr	Gray	RW	Red & White
GR	Green & Red	RY	Red & Yellow
GW	Green & White	Sb	Sky Blue
GY	Green & Yellow	Y	Yellow
L	Blue	YB	Yellow & Black
LB	Blue & Black	YG	Yellow & Green
Lg	Light green	YL	Yellow & Blue
LgB	Light green & Black	YR	Yellow & Red
LgR	Light green & Red	YW	Yellow & White

Remarks: In a color code consisting of 2 colors, the first color is the color of the background and the second color is the color of the marking.

Example: "GW" means that the background is Green and marking is White.

### 4. Types of circuits and color codes

(Table 4)

Type of wire	AVS or AV						AEX			
Type of circuit	Charge	R	WG	-	-	-	-	R	-	
	Ground	B	-	-	-	-	-	B	-	
	Start	R	-	-	-	-	-	R	-	
	Light	RW	RB	RY	RG	RL	-	D	-	
	Instrument	Y	YR	YB	YG	YL	YW	Y	Gr	
	Signal	G	GW	GR	GY	GB	GL	G	Br	
	Others	L	LW	LR	LY	LB	-	-	L	-
		Br	BrW	BrR	BrY	BrB	-	-	-	-
		Lg	LgR	LgY	LgB	LgW	-	-	-	-
		O	-	-	-	-	-	-	-	-
Gr		-	-	-	-	-	-	-	-	
P		-	-	-	-	-	-	-	-	
Sb		-	-	-	-	-	-	-	-	
Dg	-	-	-	-	-	-	-	-		
Ch	-	-	-	-	-	-	-	-		



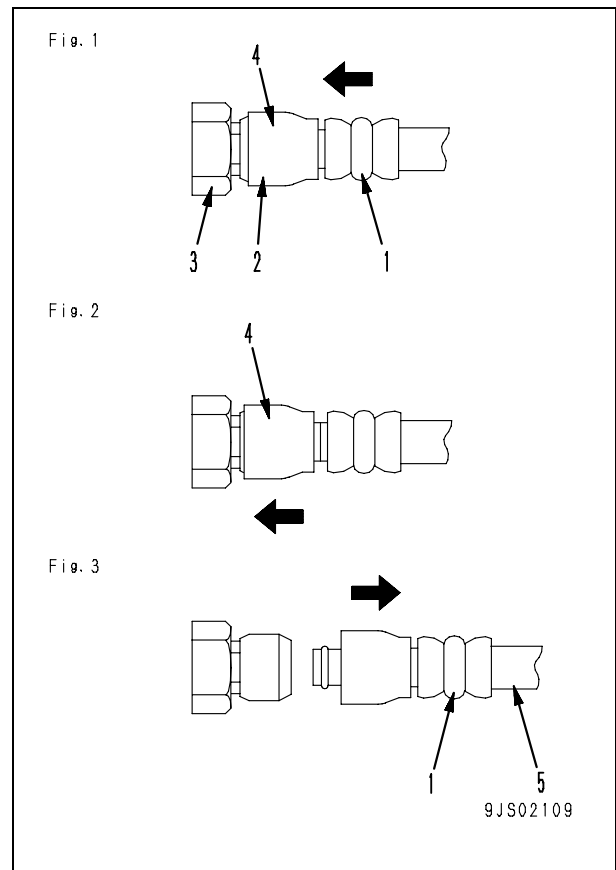
## Method of disassembling and connecting push-pull type coupler

- ⚠ Before carrying out the following work, loosen the oil filler cap of the hydraulic tank gradually to release the residual pressure from the hydraulic tank.
- ⚠ Even if the residual pressure is released from the hydraulic tank, some hydraulic oil flows out when the hose is disconnected. Accordingly, prepare an oil receiving container.

### Type 1

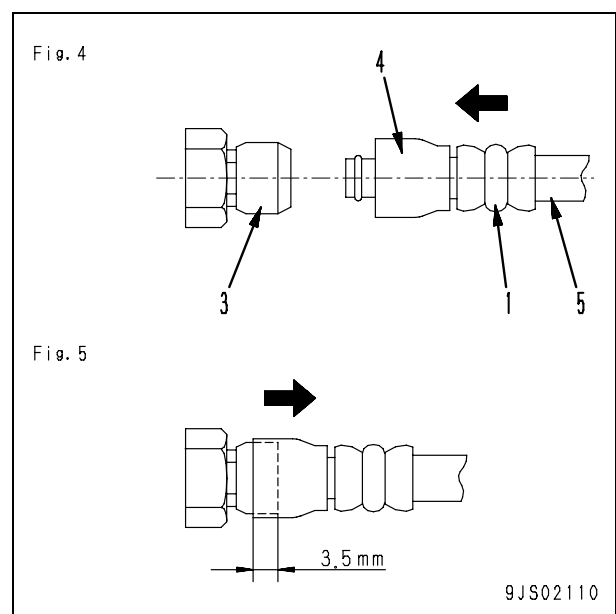
#### 1. Disconnection

- 1) Hold adapter (1) and push hose joint (2) into mating adapter (3). (Fig. 1)
  - ★ The adapter can be pushed in about 3.5 mm.
  - ★ Do not hold rubber cap portion (4).
- 2) After hose joint (2) is pushed into adapter (3), press rubber cap portion (4) against adapter (3) until it clicks. (Fig. 2)
- 3) Hold hose adapter (1) or hose (5) and pull it out. (Fig. 3)
  - ★ Since some hydraulic oil flows out, prepare an oil receiving container.



#### 2. Connection

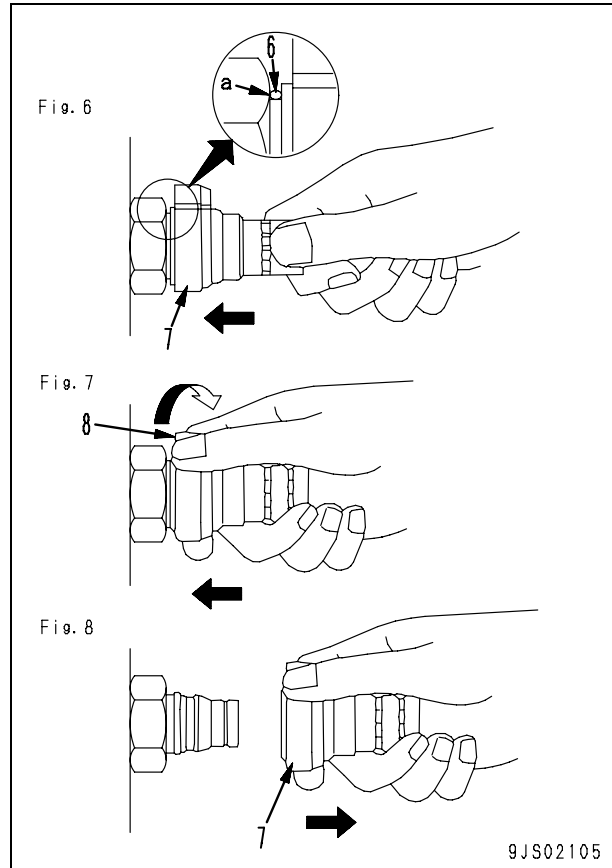
- 1) Hold hose adapter (1) or hose (5) and insert it in mating adapter (3), aligning them with each other. (Fig. 4)
  - ★ Do not hold rubber cap portion (4).
- 2) After inserting the hose in the mating adapter perfectly, pull it back to check its connecting condition. (Fig. 5)
  - ★ When the hose is pulled back, the rubber cap portion moves toward the hose about 3.5 mm. This does not indicate abnormality, however.



## Type 2

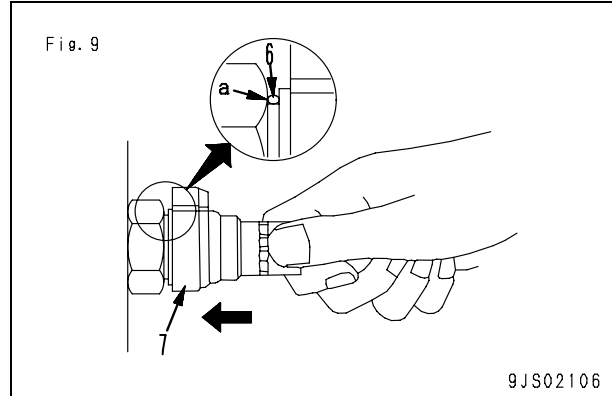
## 1. Disconnection

- 1) Hold the tightening portion and push body (7) straight until sliding prevention ring (6) contacts contact surface (a) of the hexagonal portion at the male end. (Fig. 6)
- 2) While holding the condition of Step 1, turn lever (8) to the right (clockwise). (Fig. 7)
- 3) While holding the condition of Steps 1) and 2), pull out whole body (7) to disconnect it. (Fig. 8)



## 2. Connection

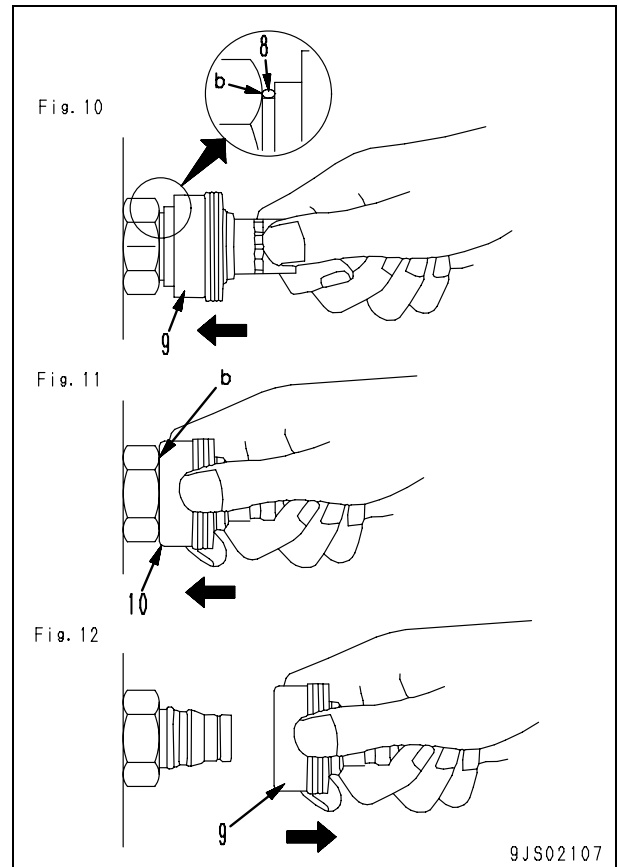
- Hold the tightening portion and push body (7) straight until sliding prevention ring (6) contacts contact surface (a) of the hexagonal portion at the male end. (Fig. 9)



## Type 3

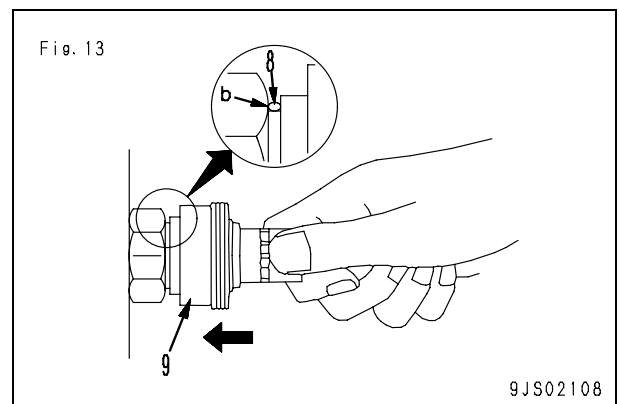
### 1. Disconnection

- 1) Hold the tightening portion and push body (9) straight until sliding prevention ring (8) contacts contact surface (b) of the hexagonal portion at the male end. (Fig. 10)
- 2) While holding the condition of Step 1, push cover (10) straight until it contacts contact surface (b) of the hexagonal portion at the male end. (Fig. 11)
- 3) While holding the condition of Steps 1) and 2), pull out whole body (9) to disconnect it. (Fig. 12)



### 2. Connection

- Hold the tightening portion and push body (9) straight until the sliding prevention ring contacts contact surface (b) of the hexagonal portion at the male end. (Fig. 13)



### Standard tightening torque table

1. Table of tightening torques for bolts and nuts

★ Unless there are special instructions, tighten metric nuts and bolts to the torque below. (When using torque wrench)

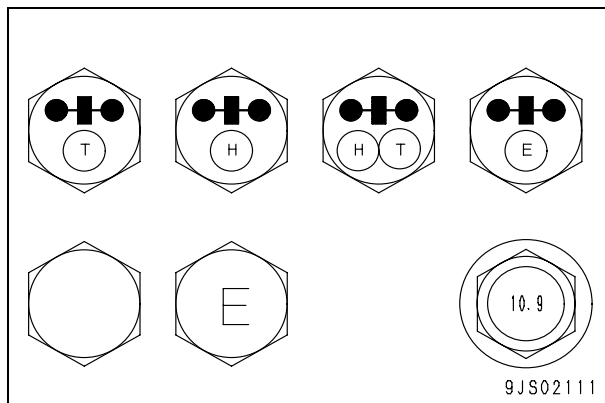
★ The following table corresponds to the bolts in Fig. A.

Thread diameter of bolt mm	Width across flats mm	Tightening torque	
		Nm	kgm
6	10	11.8 – 14.7	1.2 – 1.5
8	13	27 – 34	2.8 – 3.5
10	17	59 – 74	6 – 7.5
12	19	98 – 123	10 – 12.5
14	22	153 – 190	15.5 – 19.5
16	24	235 – 285	23.5 – 29.5
18	27	320 – 400	33 – 41
20	30	455 – 565	46.5 – 58
22	32	610 – 765	62.5 – 78
24	36	785 – 980	80 – 100
27	41	1,150 – 1,440	118 – 147
30	46	1,520 – 1,910	155 – 195
33	50	1,960 – 2,450	200 – 250
36	55	2,450 – 3,040	250 – 310
39	60	2,890 – 3,630	295 – 370

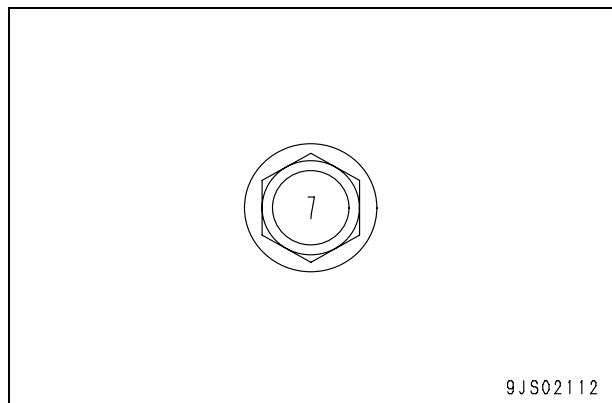
★ The following table corresponds to the bolts in Fig. B.

Thread diameter of bolt mm	Width across flats mm	Tightening torque	
		Nm	kgm
6	10	5.9 – 9.8	0.6 – 1.0
8	13	13.7 – 23.5	1.4 – 2.4
10	14	34.3 – 46.1	3.5 – 4.7
12	27	74.5 – 90.2	7.6 – 9.2

★ Fig. A



★ Fig. B



**2. Table of tightening torques for split flange bolts**

★ Unless there are special instructions, tighten split flange bolts to the torque below.

Thread diameter of bolt mm	Width across flats mm	Tightening torque	
		Nm	kgm
10	14	59 – 74	6.0 – 7.5
12	17	98 – 123	10.0 – 12.5
16	22	235 – 285	23.5 – 29.5

**3. Table of tightening torques for O-ring boss piping joints**

★ Unless there are special instructions, tighten O-ring boss piping joints to the torque below.

Nominal No.	Thread diameter	Width across flats mm	Tightening torque Nm {kgm}	
	mm		Range	Target
02	14	Varies depending on type of connector.	35 – 63 { 3.5 – 6.5 }	44 { 4.5 }
03,04	20		84 – 132 { 8.5 – 13.5 }	103 { 10.5 }
05,06	24		128 – 186 { 13.0 – 19.0 }	157 { 16.0 }
10,12	33		363 – 480 { 37.0 – 49.0 }	422 { 43.0 }
14	42		746 – 1,010 { 76.0 – 103 }	883 { 90.0 }

**4. Table of tightening torques for O-ring boss plugs**

★ Unless there are special instructions, tighten O-ring boss plugs to the torque below.

Nominal No.	Thread diameter	Width across flats mm	Tightening torque Nm {kgm}	
	mm		Range	Target
08	8	14	5.88 – 8.82 { 0.6 – 0.9 }	7.35 { 0.75 }
10	10	17	9.81 – 12.74 { 1.0 – 1.3 }	11.27 { 1.15 }
12	12	19	14.7 – 19.6 { 1.5 – 2.0 }	17.64 { 1.8 }
14	14	22	19.6 – 24.5 { 2.0 – 2.5 }	22.54 { 2.3 }
16	16	24	24.5 – 34.3 { 2.5 – 3.5 }	29.4 { 3.0 }
18	18	27	34.3 – 44.1 { 3.5 – 4.5 }	39.2 { 4.0 }
20	20	30	44.1 – 53.9 { 4.5 – 5.5 }	49.0 { 5.0 }
24	24	32	58.8 – 78.4 { 6.0 – 8.0 }	68.6 { 7.0 }
30	30	32	93.1 – 122.5 { 9.5 – 12.5 }	107.8 { 11.0 }
33	33	–	107.8 – 147.0 { 11.0 – 15.0 }	127.4 { 13.0 }
36	36	36	127.4 – 176.4 { 13.0 – 18.0 }	151.9 { 15.5 }
42	42	–	181.3 – 240.1 { 18.5 – 24.5 }	210.7 { 21.5 }
52	52	–	274.4 – 367.5 { 28.0 – 37.5 }	323.4 { 33.0 }

**5. Table of tightening torques for hoses (taper seal type and face seal type)**

- ★ Unless there are special instructions, tighten the hoses (taper seal type and face seal type) to the torque below.
- ★ Apply the following torque when the threads are coated (wet) with engine oil.

Nominal No. of hose	Width across flats	Tightening torque Nm {kgm}		Taper seal	Face seal	
		Range	Target	Thread size (mm)	Nominal No. - Number of threads, type of thread	Thread diameter (mm) (Reference)
02	19	34 – 54 { 3.5 – 5.5 }	44 { 4.5 }	–	9/16-18UN	14.3
		34 – 63 { 3.5 – 6.5 }		14	–	–
03	22	54 – 93 { 5.5 – 9.5 }	74 { 7.5 }	–	11/16-16UN	17.5
	24	59 – 98 { 6.0 – 10.0 }	78 { 8.0 }	18	–	–
04	27	84 – 132 { 8.5 – 13.5 }	103 { 10.5 }	22	13/16-16UN	20.6
05	32	128 – 186 { 13.0 – 19.0 }	157 { 16.0 }	24	1-14UNS	25.4
06	36	177 – 245 { 18.0 – 25.0 }	216 { 22.0 }	30	1-3/16-12UN	30.2
(10)	41	177 – 245 { 18.0 – 25.0 }	216 { 22.0 }	33	–	–
(12)	46	197 – 294 { 20.0 – 30.0 }	245 { 25.0 }	36	–	–
(14)	55	246 – 343 { 25.0 – 35.0 }	294 { 30.0 }	42	–	–

**6. Table of tightening torques for 102, 107 and 114 engine series (Bolts and nuts)**

- ★ Unless there are special instructions, tighten the metric bolts and nuts of the 102, 107 and 114 engine series to the torque below.

Thread size mm	Tightening torque			
	Bolt		BANJO bolt	
	Nm	kgm	Nm	kgm
6	10 ± 2	1.02 ± 0.20	8 ± 2	0.81 ± 0.20
8	24 ± 4	2.45 ± 0.41	10 ± 2	1.02 ± 0.20
10	43 ± 6	4.38 ± 0.61	12 ± 2	1.22 ± 0.20
12	77 ± 12	7.85 ± 1.22	24 ± 4	2.45 ± 0.41
14	–	–	36 ± 5	3.67 ± 0.51

**7. Table of tightening torques for 102, 107 and 114 engine series (Eye joints)**

- ★ Unless there are special instructions, tighten the metric eye joints of the 102, 107 and 114 engine series to the torque below.

Thread size mm	Tightening torque	
	Nm	kgm
6	8 ± 2	0.81 ± 0.20
8	10 ± 2	1.02 ± 0.20
10	12 ± 2	1.22 ± 0.20
12	24 ± 4	2.45 ± 0.41
14	36 ± 5	3.67 ± 0.51

**8. Table of tightening torques for 102, 107 and 114 engine series (Taper screws)**

- ★ Unless there are special instructions, tighten the taper screws (unit: inch) of the 102, 107 and 114 engine series to the torque below.

Thread size	Tightening torque	
	Nm	kgm
inch		
1/16	3 ± 1	0.31 ± 0.10
1/8	8 ± 2	0.81 ± 0.20
1/4	12 ± 2	1.22 ± 0.20
3/8	15 ± 2	1.53 ± 0.20
1/2	24 ± 4	2.45 ± 0.41
3/4	36 ± 5	3.67 ± 0.51
1	60 ± 9	6.12 ± 0.92

## Conversion table

### Method of using the conversion table

The conversion table in this section is provided to enable simple conversion of figures. For details of the method of using the conversion table, see the example given below.

Example: Method of using the conversion table to convert from millimeters to inches

#### 1. Convert 55 mm into inches.

- 1) Locate the number 50 in the vertical column at the left side, take this as (A), and then draw a horizontal line from (A).
- 2) Locate the number 5 in the row across the top, take this as (B), then draw a perpendicular line down from (B).
- 3) Take the point where the two lines cross as (C). This point (C) gives the value when converting from millimeters to inches. Therefore, 55 mm = 2.165 inches.

#### 2. Convert 550 mm into inches.

- 1) The number 550 does not appear in the table, so divide it by 10 (move the decimal point one place to the left) to convert it to 55 mm.
- 2) Carry out the same procedure as above to convert 55 mm to 2.165 inches.
- 3) The original value (550 mm) was divided by 10, so multiply 2.165 inches by 10 (move the decimal point one place to the right) to return to the original value. This gives 550 mm = 21.65 inches.

Millimeters to inches

(B)

1 mm = 0.03937 in

	0	1	2	3	4	5	6	7	8	9
0	0	0.039	0.079	0.118	0.157	0.197	0.236	0.276	0.315	0.354
10	0.394	0.433	0.472	0.512	0.551	0.591	0.630	0.669	0.709	0.748
20	0.787	0.827	0.866	0.906	0.945	0.984	1.024	1.063	1.102	1.142
30	1.181	1.220	1.260	1.299	1.339	1.378	1.417	1.457	1.496	1.536
40	1.575	1.614	1.654	1.693	1.732	1.772	1.811	1.850	1.890	1.929
(A) 50	1.969	2.008	2.047	2.087	2.126	2.165	2.205	2.244	2.283	2.323
60	2.362	2.402	2.441	2.480	2.520	2.559	2.598	2.638	2.677	2.717
70	2.756	2.795	2.835	2.874	2.913	2.953	2.992	3.032	3.071	3.110
80	3.150	3.189	3.228	3.268	3.307	3.346	3.386	3.425	3.465	3.504
90	3.543	3.583	3.622	3.661	3.701	3.740	3.780	3.819	3.858	3.898



**Millimeters to inches**

1 mm = 0.03937 in

	0	1	2	3	4	5	6	7	8	9
0	0	0.039	0.079	0.118	0.157	0.197	0.236	0.276	0.315	0.354
10	0.394	0.433	0.472	0.512	0.551	0.591	0.630	0.669	0.709	0.748
20	0.787	0.827	0.866	0.906	0.945	0.984	1.024	1.063	1.102	1.142
30	1.181	1.220	1.260	1.299	1.339	1.378	1.417	1.457	1.496	1.536
40	1.575	1.614	1.654	1.693	1.732	1.772	1.811	1.850	1.890	1.929
50	1.969	2.008	2.047	2.087	2.126	2.165	2.205	2.244	2.283	2.323
60	2.362	2.402	2.441	2.480	2.520	2.559	2.598	2.638	2.677	2.717
70	2.756	2.795	2.835	2.874	2.913	2.953	2.992	3.032	3.071	3.110
80	3.150	3.189	3.228	3.268	3.307	3.346	3.386	3.425	3.465	3.504
90	3.543	3.583	3.622	3.661	3.701	3.740	3.780	3.819	3.858	3.898

**Kilogram to pound**

1 kg = 2.2046 lb

	0	1	2	3	4	5	6	7	8	9
0	0	2.20	4.41	6.61	8.82	11.02	13.23	15.43	17.64	19.84
10	22.05	24.25	26.46	28.66	30.86	33.07	35.27	37.48	39.68	41.89
20	44.09	46.30	48.50	50.71	51.91	55.12	57.32	59.53	61.73	63.93
30	66.14	68.34	70.55	72.75	74.96	77.16	79.37	81.57	83.78	85.98
40	88.18	90.39	92.59	94.80	97.00	99.21	101.41	103.62	105.82	108.03
50	110.23	112.44	114.64	116.85	119.05	121.25	123.46	125.66	127.87	130.07
60	132.28	134.48	136.69	138.89	141.10	143.30	145.51	147.71	149.91	152.12
70	154.32	156.53	158.73	160.94	163.14	165.35	167.55	169.76	171.96	174.17
80	176.37	178.57	180.78	182.98	185.19	187.39	189.60	191.80	194.01	196.21
90	198.42	200.62	202.83	205.03	207.24	209.44	211.64	213.85	216.05	218.26

**Liters to U.S. Gallons**

1 ℓ = 0.2642 U.S. Gal

	0	1	2	3	4	5	6	7	8	9
0	0	0.264	0.528	0.793	1.057	1.321	1.585	1.849	2.113	2.378
10	2.642	2.906	3.170	3.434	3.698	3.963	4.227	4.491	4.755	5.019
20	5.283	5.548	5.812	6.076	6.340	6.604	6.869	7.133	7.397	7.661
30	7.925	8.189	8.454	8.718	8.982	9.246	9.510	9.774	10.039	10.303
40	10.567	10.831	11.095	11.359	11.624	11.888	12.152	12.416	12.680	12.944
50	13.209	13.473	13.737	14.001	14.265	14.529	14.795	15.058	15.322	15.586
60	15.850	16.115	16.379	16.643	16.907	17.171	17.435	17.700	17.964	18.228
70	18.492	18.756	19.020	19.285	19.549	19.813	20.077	20.341	20.605	20.870
80	21.134	21.398	21.662	21.926	22.190	22.455	22.719	22.983	23.247	23.511
90	23.775	24.040	24.304	24.568	24.832	25.096	25.361	25.625	25.889	26.153

**Liters to U.K. Gallons**

1 ℓ = 0.21997 U.K.Gal

	0	1	2	3	4	5	6	7	8	9
0	0	0.220	0.440	0.660	0.880	1.100	1.320	1.540	1.760	1.980
10	2.200	2.420	2.640	2.860	3.080	3.300	3.520	3.740	3.950	4.179
20	4.399	4.619	4.839	5.059	5.279	5.499	5.719	5.939	6.159	6.379
30	6.599	6.819	7.039	7.259	7.479	7.699	7.919	8.139	8.359	8.579
40	8.799	9.019	9.239	9.459	9.679	9.899	10.119	10.339	10.559	10.778
50	10.998	11.281	11.438	11.658	11.878	12.098	12.318	12.528	12.758	12.978
60	13.198	13.418	13.638	13.858	14.078	14.298	14.518	14.738	14.958	15.178
70	15.398	15.618	15.838	16.058	16.278	16.498	16.718	16.938	17.158	17.378
80	17.598	17.818	18.037	18.257	18.477	18.697	18.917	19.137	19.357	19.577
90	19.797	20.017	20.237	20.457	20.677	20.897	21.117	21.337	21.557	21.777

**kgm to ft.lb**

1 kgm = 7.233 ft.lb

	0	1	2	3	4	5	6	7	8	9
0	0	7.2	14.5	21.7	28.9	36.2	43.4	50.6	57.9	65.1
10	72.3	79.6	86.8	94.0	101.3	108.5	115.7	123.0	130.2	137.4
20	144.7	151.9	159.1	166.4	173.6	180.8	188.1	195.3	202.5	209.8
30	217.0	224.2	231.5	238.7	245.9	253.2	260.4	267.6	274.9	282.1
40	289.3	296.6	303.8	311.0	318.3	325.5	332.7	340.0	347.2	354.4
50	361.7	368.9	376.1	383.4	390.6	397.8	405.1	412.3	419.5	426.8
60	434.0	441.2	448.5	455.7	462.9	470.2	477.4	484.6	491.8	499.1
70	506.3	513.5	520.8	528.0	535.2	542.5	549.7	556.9	564.2	571.4
80	578.6	585.9	593.1	600.3	607.6	614.8	622.0	629.3	636.5	643.7
90	651.0	658.2	665.4	672.7	679.9	687.1	694.4	701.6	708.8	716.1
100	723.3	730.5	737.8	745.0	752.2	759.5	766.7	773.9	781.2	788.4
110	795.6	802.9	810.1	817.3	824.6	831.8	839.0	846.3	853.5	860.7
120	868.0	875.2	882.4	889.7	896.9	904.1	911.4	918.6	925.8	933.1
130	940.3	947.5	954.8	962.0	969.2	976.5	983.7	990.9	998.2	1005.4
140	1012.6	1019.9	1027.1	1034.3	1041.5	1048.8	1056.0	1063.2	1070.5	1077.7
150	1084.9	1092.2	1099.4	1106.6	1113.9	1121.1	1128.3	1135.6	1142.8	1150.0
160	1157.3	1164.5	1171.7	1179.0	1186.2	1193.4	1200.7	1207.9	1215.1	1222.4
170	1129.6	1236.8	1244.1	1251.3	1258.5	1265.8	1273.0	1280.1	1287.5	1294.7
180	1301.9	1309.2	1316.4	1323.6	1330.9	1338.1	1345.3	1352.6	1359.8	1367.0
190	1374.3	1381.5	1388.7	1396.0	1403.2	1410.4	1417.7	1424.9	1432.1	1439.4

kg/cm<sup>2</sup> to lb/in<sup>2</sup>1 kg/cm<sup>2</sup> = 14.2233 lb/in<sup>2</sup>

	0	1	2	3	4	5	6	7	8	9
0	0	14.2	28.4	42.7	56.9	71.1	85.3	99.6	113.8	128.0
10	142.2	156.5	170.7	184.9	199.1	213.4	227.6	241.8	256.0	270.2
20	284.5	298.7	312.9	327.1	341.4	355.6	369.8	384.0	398.3	412.5
30	426.7	440.9	455.1	469.4	483.6	497.8	512.0	526.3	540.5	554.7
40	568.9	583.2	597.4	611.6	625.8	640.1	654.3	668.5	682.7	696.9
50	711.2	725.4	739.6	753.8	768.1	782.3	796.5	810.7	825.0	839.2
60	853.4	867.6	881.8	896.1	910.3	924.5	938.7	953.0	967.2	981.4
70	995.6	1,010	1,024	1,038	1,053	1,067	1,081	1,095	1,109	1,124
80	1,138	1,152	1,166	1,181	1,195	1,209	1,223	1,237	1,252	1,266
90	1,280	1,294	1,309	1,323	1,337	1,351	1,365	1,380	1,394	1,408
100	1,422	1,437	1,451	1,465	1,479	1,493	1,508	1,522	1,536	1,550
110	1,565	1,579	1,593	1,607	1,621	1,636	1,650	1,664	1,678	1,693
120	1,707	1,721	1,735	1,749	1,764	1,778	1,792	1,806	1,821	1,835
130	1,849	1,863	1,877	1,892	1,906	1,920	1,934	1,949	1,963	1,977
140	1,991	2,005	2,020	2,034	2,048	2,062	2,077	2,091	2,105	2,119
150	2,134	2,148	2,162	2,176	2,190	2,205	2,219	2,233	2,247	2,262
160	2,276	2,290	2,304	2,318	2,333	2,347	2,361	2,375	2,389	2,404
170	2,418	2,432	2,446	2,460	2,475	2,489	2,503	2,518	2,532	2,546
180	2,560	2,574	2,589	2,603	2,617	2,631	2,646	2,660	2,674	2,688
190	2,702	2,717	2,731	2,745	2,759	2,773	2,788	2,802	2,816	2,830
200	2,845	2,859	2,873	2,887	2,901	2,916	2,930	2,944	2,958	2,973
210	2,987	3,001	3,015	3,030	3,044	3,058	3,072	3,086	3,101	3,115
220	3,129	3,143	3,158	3,172	3,186	3,200	3,214	3,229	3,243	3,257
230	3,271	3,286	3,300	3,314	3,328	3,343	3,357	3,371	3,385	3,399
240	3,414	3,428	3,442	3,456	3,470	3,485	3,499	3,513	3,527	3,542

Temperature

Fahrenheit-Centigrade conversion: A simple way to convert a Fahrenheit temperature reading into a Centigrade temperature reading or vice versa is to enter the accompanying table in the center (boldface column) of figures. These figures refer to the temperature in either Fahrenheit or Centigrade degrees.

If it is desired to convert from Fahrenheit to Centigrade degrees, consider the center column to be a table of Fahrenheit temperatures and read the corresponding Centigrade temperature in the column at the left.

If it is desired to convert from Centigrade to Fahrenheit degrees, consider the center column to be a table of Centigrade values, and read the corresponding Fahrenheit temperature on the right.

$$1^{\circ}\text{C} = 33.8^{\circ}\text{F}$$

°C		°F	°C		°F	°C		°F	°C		°F
-40.4	<b>-40</b>	-40.0	-11.7	<b>11</b>	51.8	7.8	<b>46</b>	114.8	27.2	<b>81</b>	177.8
-37.2	<b>-35</b>	-31.0	-11.1	<b>12</b>	53.6	8.3	<b>47</b>	116.6	27.8	<b>82</b>	179.6
-34.4	<b>-30</b>	-22.0	-10.6	<b>13</b>	55.4	8.9	<b>48</b>	118.4	28.3	<b>83</b>	181.4
-31.7	<b>-25</b>	-13.0	-10.0	<b>14</b>	57.2	9.4	<b>49</b>	120.2	28.9	<b>84</b>	183.2
-28.9	<b>-20</b>	-4.0	-9.4	<b>15</b>	59.0	10.0	<b>50</b>	122.0	29.4	<b>85</b>	185.0
-28.3	<b>-19</b>	-2.2	-8.9	<b>16</b>	60.8	10.6	<b>51</b>	123.8	30.0	<b>86</b>	186.8
-27.8	<b>-18</b>	-0.4	-8.3	<b>17</b>	62.6	11.1	<b>52</b>	125.6	30.6	<b>87</b>	188.6
-27.2	<b>-17</b>	1.4	-7.8	<b>18</b>	64.4	11.7	<b>53</b>	127.4	31.1	<b>88</b>	190.4
-26.7	<b>-16</b>	3.2	-7.2	<b>19</b>	66.2	12.2	<b>54</b>	129.2	31.7	<b>89</b>	192.2
-26.1	<b>-15</b>	5.0	-6.7	<b>20</b>	68.0	12.8	<b>55</b>	131.0	32.2	<b>90</b>	194.0
-25.6	<b>-14</b>	6.8	-6.1	<b>21</b>	69.8	13.3	<b>56</b>	132.8	32.8	<b>91</b>	195.8
-25.0	<b>-13</b>	8.6	-5.6	<b>22</b>	71.6	13.9	<b>57</b>	134.6	33.3	<b>92</b>	197.6
-24.4	<b>-12</b>	10.4	-5.0	<b>23</b>	73.4	14.4	<b>58</b>	136.4	33.9	<b>93</b>	199.4
-23.9	<b>-11</b>	12.2	-4.4	<b>24</b>	75.2	15.0	<b>59</b>	138.2	34.4	<b>94</b>	201.2
-23.3	<b>-10</b>	14.0	-3.9	<b>25</b>	77.0	15.6	<b>60</b>	140.0	35.0	<b>95</b>	203.0
-22.8	<b>-9</b>	15.8	-3.3	<b>26</b>	78.8	16.1	<b>61</b>	141.8	35.6	<b>96</b>	204.8
-22.2	<b>-8</b>	17.6	-2.8	<b>27</b>	80.6	16.7	<b>62</b>	143.6	36.1	<b>97</b>	206.6
-21.7	<b>-7</b>	19.4	-2.2	<b>28</b>	82.4	17.2	<b>63</b>	145.4	36.7	<b>98</b>	208.4
-21.1	<b>-6</b>	21.2	-1.7	<b>29</b>	84.2	17.8	<b>64</b>	147.2	37.2	<b>99</b>	210.2
-20.6	<b>-5</b>	23.0	-1.1	<b>30</b>	86.0	18.3	<b>65</b>	149.0	37.8	<b>100</b>	212.0
-20.0	<b>-4</b>	24.8	-0.6	<b>31</b>	87.8	18.9	<b>66</b>	150.8	40.6	<b>105</b>	221.0
-19.4	<b>-3</b>	26.6	0	<b>32</b>	89.6	19.4	<b>67</b>	152.6	43.3	<b>110</b>	230.0
-18.9	<b>-2</b>	28.4	0.6	<b>33</b>	91.4	20.0	<b>68</b>	154.4	46.1	<b>115</b>	239.0
-18.3	<b>-1</b>	30.2	1.1	<b>34</b>	93.2	20.6	<b>69</b>	156.2	48.9	<b>120</b>	248.0
-17.8	<b>0</b>	32.0	1.7	<b>35</b>	95.0	21.1	<b>70</b>	158.0	51.7	<b>125</b>	257.0
-17.2	<b>1</b>	33.8	2.2	<b>36</b>	96.8	21.7	<b>71</b>	159.8	54.4	<b>130</b>	266.0
-16.7	<b>2</b>	35.6	2.8	<b>37</b>	98.6	22.2	<b>72</b>	161.6	57.2	<b>135</b>	275.0
-16.1	<b>3</b>	37.4	3.3	<b>38</b>	100.4	22.8	<b>73</b>	163.4	60.0	<b>140</b>	284.0
-15.6	<b>4</b>	39.2	3.9	<b>39</b>	102.2	23.3	<b>74</b>	165.2	62.7	<b>145</b>	293.0
-15.0	<b>5</b>	41.0	4.4	<b>40</b>	104.0	23.9	<b>75</b>	167.0	65.6	<b>150</b>	302.0
-14.4	<b>6</b>	42.8	5.0	<b>41</b>	105.8	24.4	<b>76</b>	168.8	68.3	<b>155</b>	311.0
-13.9	<b>7</b>	44.6	5.6	<b>42</b>	107.6	25.0	<b>77</b>	170.6	71.1	<b>160</b>	320.0
-13.3	<b>8</b>	46.4	6.1	<b>43</b>	109.4	25.6	<b>78</b>	172.4	73.9	<b>165</b>	329.0
-12.8	<b>9</b>	48.2	6.7	<b>44</b>	111.2	26.1	<b>79</b>	174.2	76.7	<b>170</b>	338.0
-12.2	<b>10</b>	50.0	7.2	<b>45</b>	113.0	26.7	<b>80</b>	176.0	79.4	<b>175</b>	347.0



PC290LC, 290NLC-8 Hydraulic excavator

Form No. UEN00003-00

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# HYDRAULIC EXCAVATOR

## PC290LC-8 PC290NLC-8

### Machine model      Serial number

PC290LC-8	K50001 and up
PC290NLC-8	K50001 and up

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## 01 Specification

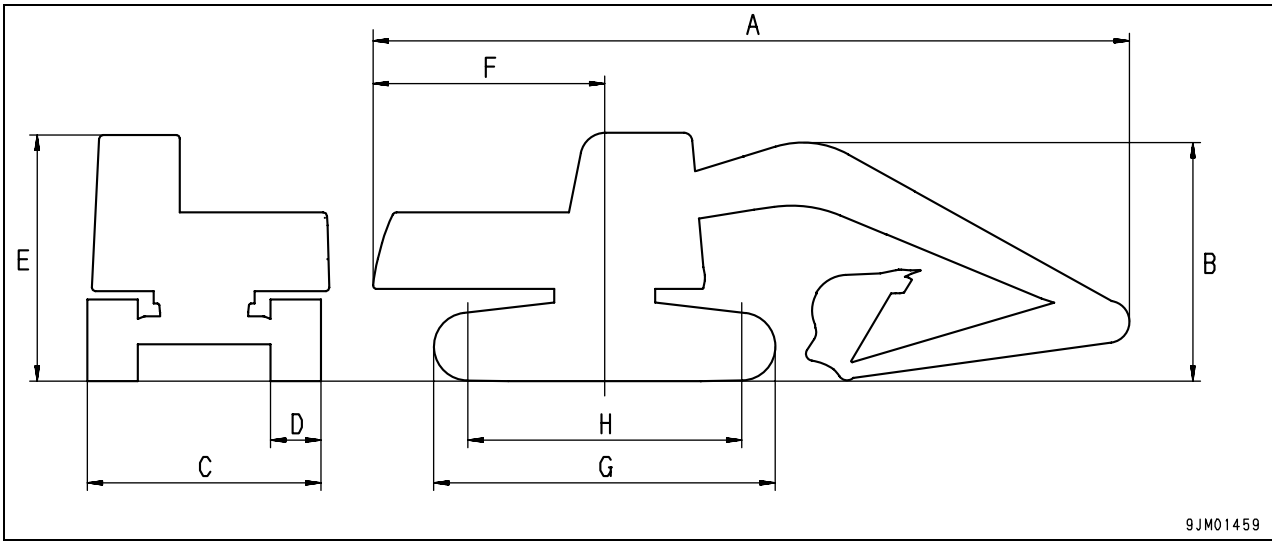
### Specification and technical data

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# Specification and technical data

## Specification dimension drawings

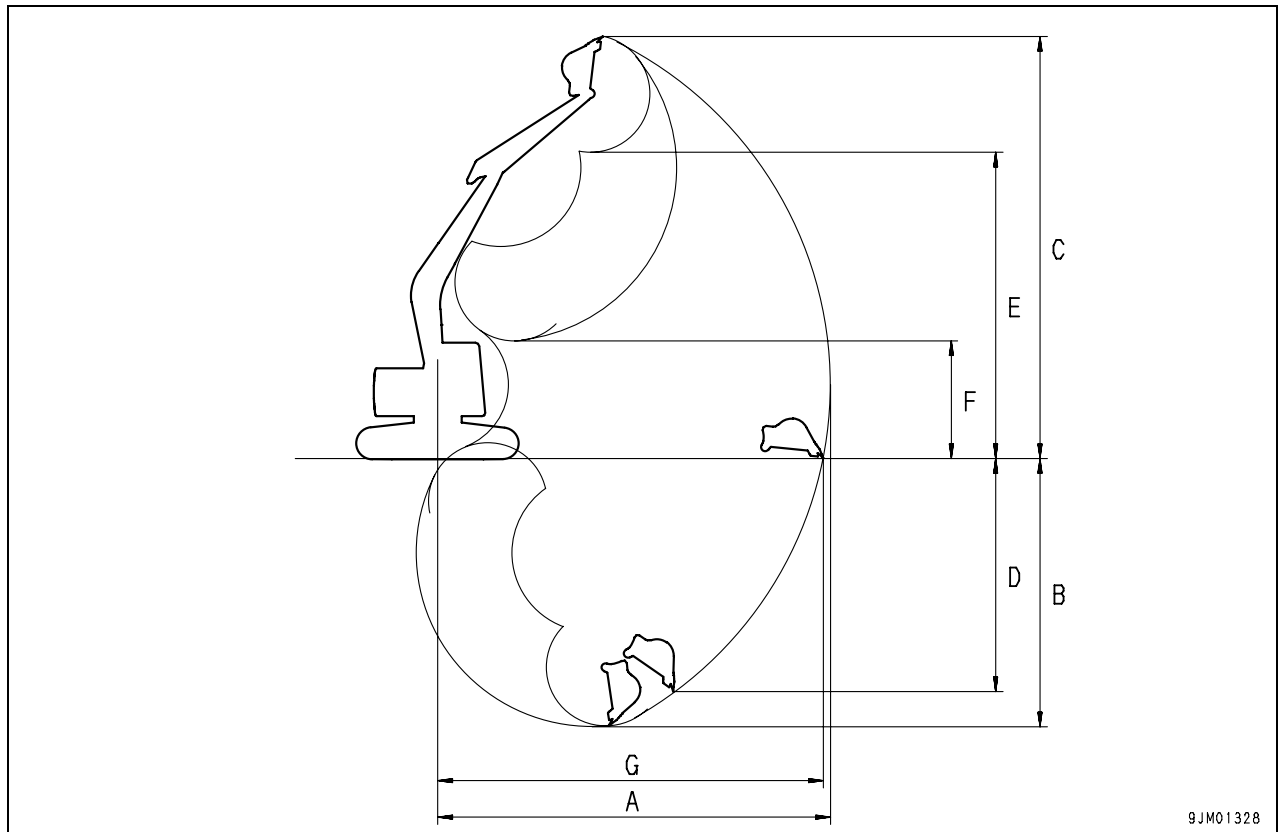


	Check item	Unit	PC290LC-8	PC290NLC-8
A	Overall length	mm	10,240	
B	Overall height	mm	3,425	
C	Overall width	mm	3,290	2,990
D	Shoe width	mm	700	600
E	Cab height	mm	3,180	
F	Tail swing radius	mm	2,940	
G	Overall track length	mm	4,955	
H	Length of track on ground	mm	4,030	
	Min. ground clearance	mm	498	

NOTE - Above is with 2.65M Arm



### Working range diagram



	Check item	Unit	PC290LC-8	PC290NLC-8
A	Max. digging reach	mm	10,645	
B	Max. digging depth	mm	6,920	
C	Max. digging height	mm	10,315	
D	Max. vertical wall digging depth	mm	5,100	
E	Max. dumping height	mm	7,365	
F	Min. dumping height	mm	2,630	
G	Max. reach at ground level	mm	10,465	

NOTE - Working Range Calculated with 3.2M Arm

## Specifications

Machine model			PC290LC-8	PC290NLC-8	
Serial number			K50001 and up		
Bucket mass		Kg	1300	1300	
Operating weight		kg	30,110	29,610	
Performance	Working range	Max. digging depth	mm	6,920	6,920
		Max. vertical wall digging depth	mm	5,100	5,100
		Max. digging radius	mm	10,645	10,645
		Max. reach at ground level	mm	10,465	10,465
		Max. digging height	mm	10,315	10,315
		Max. dumping height	mm	7,365	7,365
	Max. digging force (when power max. function is turned on)		kN {kg}	211.8 {21600} 226.5 {23096}	211.8 {21600} 226.5 {23096}
	Swing speed		rpm	10.5	10.5
	Swing operation max. slope angle		degree	20	20
	Travel speed		km/h	Lo: 3.0 Mi: 4.1 Hi: 5.5	Lo: 3.0 Mi: 4.1 Hi: 5.5
Gradability		degree	35	35	
Ground pressure (Standard shoe)		kPa {kg/cm <sup>2</sup> }	45.1 {0.46}	51.9 {0.53}	
Dimensions	Overall length		mm	10,240	
	Overall width		mm	3,390	2,990
	Overall crawler width		mm	3,390	2,990
	Overall height (During transportation) (*)		mm	3,425	3,425
	Machine body overall height (*)		mm	3,180	3,180
	Ground clearance of upper structure bottom		mm	1,215	1,215
	Min. ground clearance		mm	498	498
	Tail swing radius		mm	2,940	
	Work equipment min. swing radius		mm	3,680	
	Top height at min. swing radius of work equipment		mm	8,520	8,520
	Length of track on ground		mm	4,030	4,030
	Track gauge		mm	2,590	2,390
	Cab height		mm	3,180	3,180
	Width of standard shoe		mm	700	600

NOTE - Above is with 2.65M Arm

Machine model		PC290LC-8	PC290NLC-8				
Serial number		K50001 and up					
Engine	Model		SAA6D107E-1				
	Type		4-cycle, water-cooled in-line, direct injection with turbocharger and air-cooled aftercooler				
	Number of cylinders – bore x stroke	mm	6 – 107 x 124				
	Piston displacement	ℓ {cc}	6.69 {6,690}				
	Performance	Rated pressure	kW/rpm {HP/rpm}	140/2,050 {187/2,050}			
		Max. torque	Nm/rpm {kgm/rpm}	721/1,500 {73.6/1,500}			
		High idle under no load	rpm	2,180			
		Low idle under no load	rpm	1,050			
		Min. fuel consumption ratio	g/kWh{g/HPH}	227 {167}			
	Starting motor			24 V, 5.5 kW			
Alternator			24 V, 60 A				
Battery			12 V, 143 Ah x 2				
Radiator type			Aluminum wave 4 rows				
Undercarriage	Carrier roller		2 on one side				
	Track roller		8 on one side	8 on one side			
	Track shoe		Assembly-type triple grouser 48 on one side	Assembly-type triple grouser 48 on one side			
Hydraulic pump	Type and numbers		HPV95+95, Variable displacement piston type: 2				
	Delivery	ℓ/min	Piston: 225 x 2				
	Set pressure	MPa {kg/cm <sup>2</sup> }	Piston: 37.2 {380}				
Control valve	Type and number		7-spool type: 1				
	Operating method		Hydraulic				
Hydraulic motor	Travel motor		HMV160ADT-2, piston type: 2 (with brake valve and parking brake)				
	Swing motor		KMF125ABE-6, piston type: 1 (with safety valve and parking brake)				
Hydraulic cylinder	Type		Boom	Arm	Bucket 2.0, 2.65m Arm	Bucket 3.2, 3.5m Arm	
			Double acting piston	Double acting piston	Double acting piston	Double acting piston	
	Cylinder inner diameter	mm	140	150	140	130	
	Piston rod diameter	mm	100	110	100	90	
	Stroke	mm	1,300	1,635	1,122	1,122	
	Max. pin-to-pin distance	mm	3,150	3,870	2,770	2,770	
	Min. pin-to-pin distance	mm	1,850	2,235	1,648	1,648	
Hydraulic tank			Closed type				
Hydraulic oil filter			Tank return side				
Hydraulic oil cooler			CF40-1 (Air-cooling type)				

## Weight table

**⚠ This weight table is prepared for your reference when handling or transporting the components.**

Unit: kg

Machine model	PC290LC-8	PC290NLC-8
Serial number	K50001 and up	
Engine assembly	733	
• Engine	575	
• Damper	6	
• Hydraulic pump	152	
Radiator and oil cooler assembly	125	
Hydraulic tank and filter assembly (Not including hydraulic oil)	125	
Fuel tank assembly (Not including fuel)	134	
Revolving frame	2,165	
Cab	580	
Operator's seat	40	
Counterweight	5,050	
Swing machinery	225	
Control valve	255	
Swing motor	51.5	
Travel motor	165 x 2	
Center swivel joint	36	
Track frame assembly (Not including piping)	8,755	8,160
• Track frame	4,310	3,825
• Swing circle	490	
• Idler	170 x 2	
• Idler cushion	275 x 2	
• Carrier roller	30 x 4	
• Track roller	55 x 16	55 x 14
• Final drive (including travel motor)	605 x 2	
Track shoe assembly		
• Standard triple shoe (600 mm)	1,960 x 2	1,735 x 2
• Standard triple shoe (700 mm)	2,015 x 2	
• Standard triple shoe (800 mm)	2,340 x 2	2,190 x 2
• Standard triple shoe (850 mm)	2,435 x 2	-

Unit: kg

Machine model	PC290LC-8	PC290NLC-8
Serial number	K50001 and up	
Boom assembly	2,010	
Arm assembly	1,100	
Bucket assembly	810	
Boom cylinder assembly	230 x 2	
Arm cylinder assembly	540	
Bucket cylinder assembly	190	
Link (large) assembly	85	
Link (small) assembly	22.5 x 2	
Boom pin	42 + 8 x 2 + 28 + 10 + 26	55 + 10 x 2 + 28 + 20 + 30
Arm pin	15 + 10	
Bucket pin	20 x 2	
Link pin	20 x 2	

### Table of fuel, coolant and lubricants

★ For details of the notes (Note 1, Note 2...) in the table, see Operation and Maintenance Manual.

Reservoir	Fluid Type	Ambient Temperature, degrees Celsius									Recommended Komatsu Fluids						
		-22	-4	14	32	50	68	86	104	122 °F		-30	-20	-10	0	10	20
Engine oil pan	Engine oil	SAE 0W30EOS and HTHS 3.5min. (Note.1)									Komatsu EOS0W30						
		SAE 5W40EOS and HTHS 3.5min. (Note.1)									Komatsu EOS5W40						
		SAE 10W30DH									Komatsu EO10W30DH API CH-4 API CI-4						
		SAE 15W40DH									Komatsu EO15W40DH API CH-4 API CI-4						
		SAE 30DH									Komatsu EO30DH						
Swing machinery case Final drive case Damper case	Power train oil (Note.2)	TO30									TO30						
Hydraulic system	Power train oil	TO10									TO10						
	Hydraulic oil	HO46-HM									HO46-HM						
Grease fitting	Hyper grease (Note.3)	G2-TE									G2-TE						
	Lithium EP grease	G2-LI									G2-LI						
Cooling system	Supercoolant AF-NAC	AF-NAC (Note.4)									AF-NAC						
Fuel tank	Diesel fuel	No.2-D									ASTM No.2-D						
		No.1-D									ASTM No.1-D						

Unit: ℓ

Refilling points	PC290(LC)-8, PC290(NLC)-8	
	Specified capacity	Refill capacity
Engine oil pan	23.1	25.4
Swing machinery case	8.2	8.2
Final drive case (both sides)	9	8.5
Damper case	0.65	-
Hydraulic oil system	244	132
Fuel tank	400	400
Cooling system	20.4	-

PC290LC, 290NLC-8 Hydraulic excavator

Form No. UEN00004-00

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# HYDRAULIC EXCAVATOR

## PC290LC-8 PC290NLC-8

**Machine model      Serial number**

PC290LC-8              K50001 and up  
PC290NLC-8          K50001 and up

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## 10 Structure, function and maintenance standard

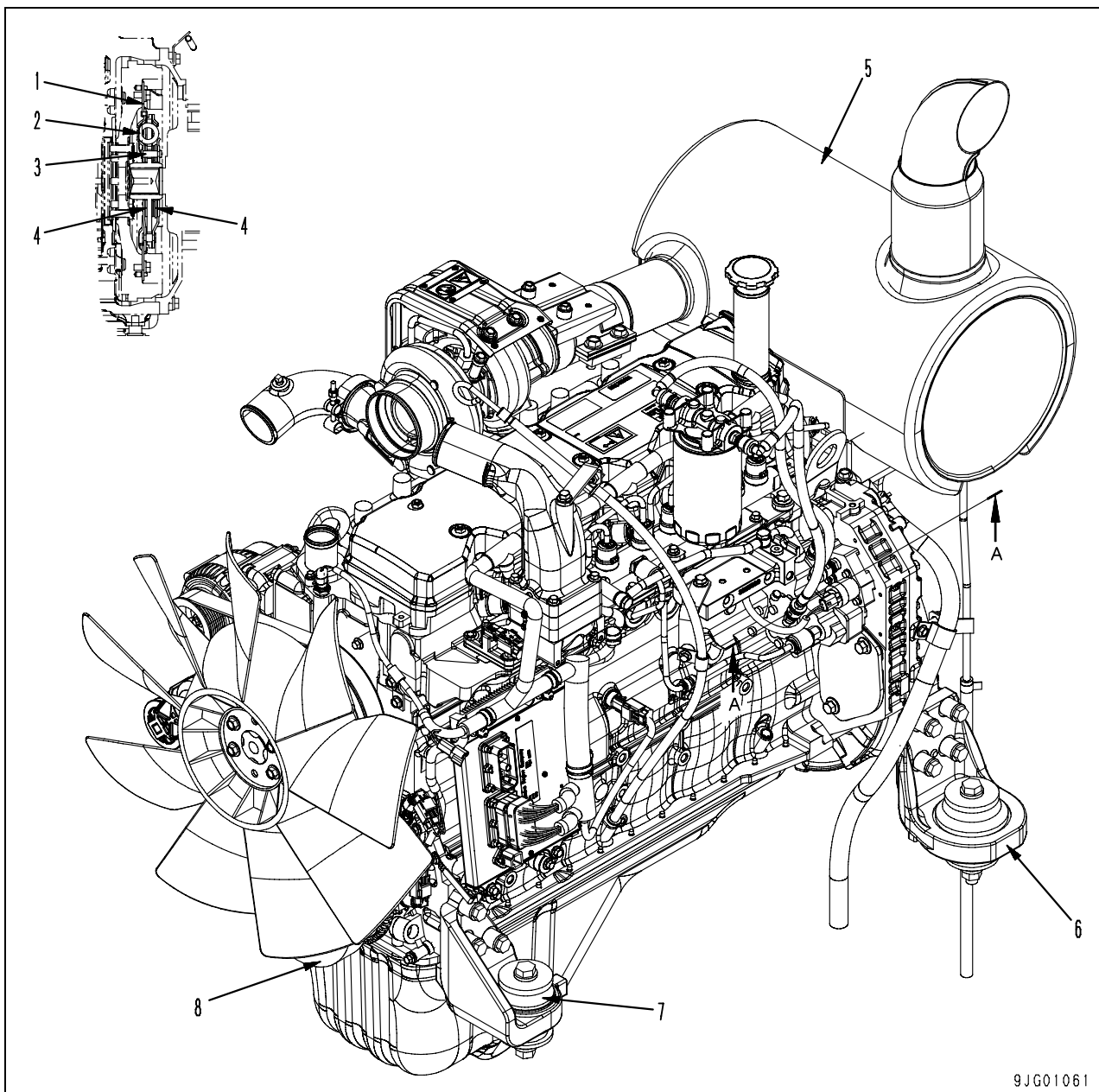
### Engine and cooling system

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Engine and cooling system .....	2
Engine related parts .....	2
Radiator, oil cooler, aftercooler and fuel cooler .....	3

## Engine and cooling system

### Engine related parts



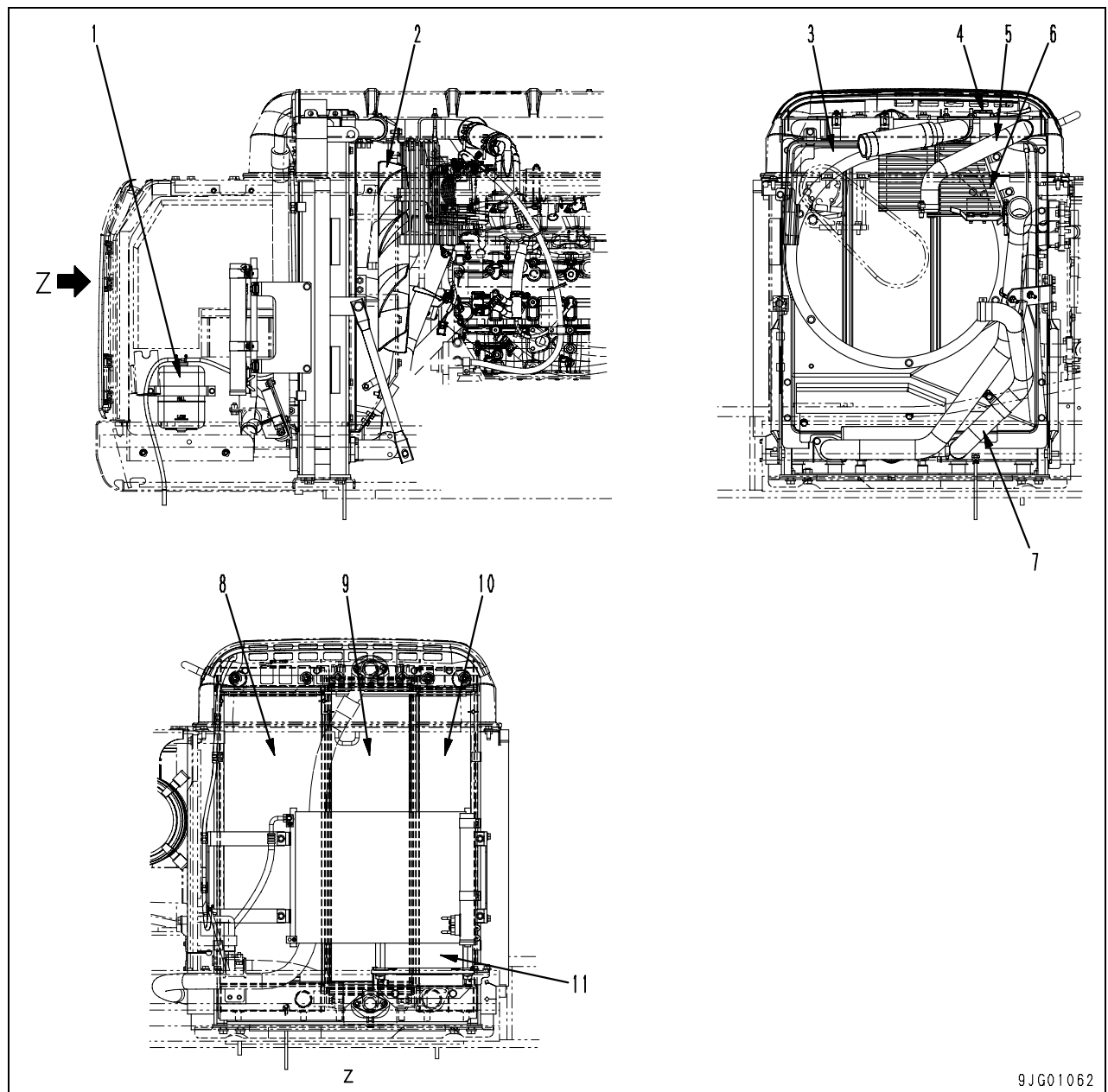
1. Drive plate
2. Torsion spring
3. Stopper pin
4. Friction plate
5. Muffler
6. Rear engine mount
7. Front engine mount
8. Damper assembly

#### Outline

A damper assembly is wet type.

Oil capacity: 0.65 l

## Radiator, oil cooler, aftercooler and fuel cooler



1. Reservoir tank
2. Fan
3. Shroud
4. Radiator cap
5. Radiator inlet hose
6. Net
7. Radiator outlet hose
8. Radiator
9. Oil cooler
10. Aftercooler
11. Fuel cooler

### Specifications

- Radiator : Aluminum wave type, 4th row  
 Oil cooler : CF40-1  
 Aftercooler : Aluminum wave type  
 Fuel cooler : Drawn cup type

PC290LC, 290NLC-8 Hydraulic excavator

Form No. UEN00005-00

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# HYDRAULIC EXCAVATOR

## PC290LC-8 PC290NLC-8

Machine model	Serial number
PC290LC-8	K50001 and up
PC290NLC-8	K50001 and up

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## 10 Structure, function and maintenance standard

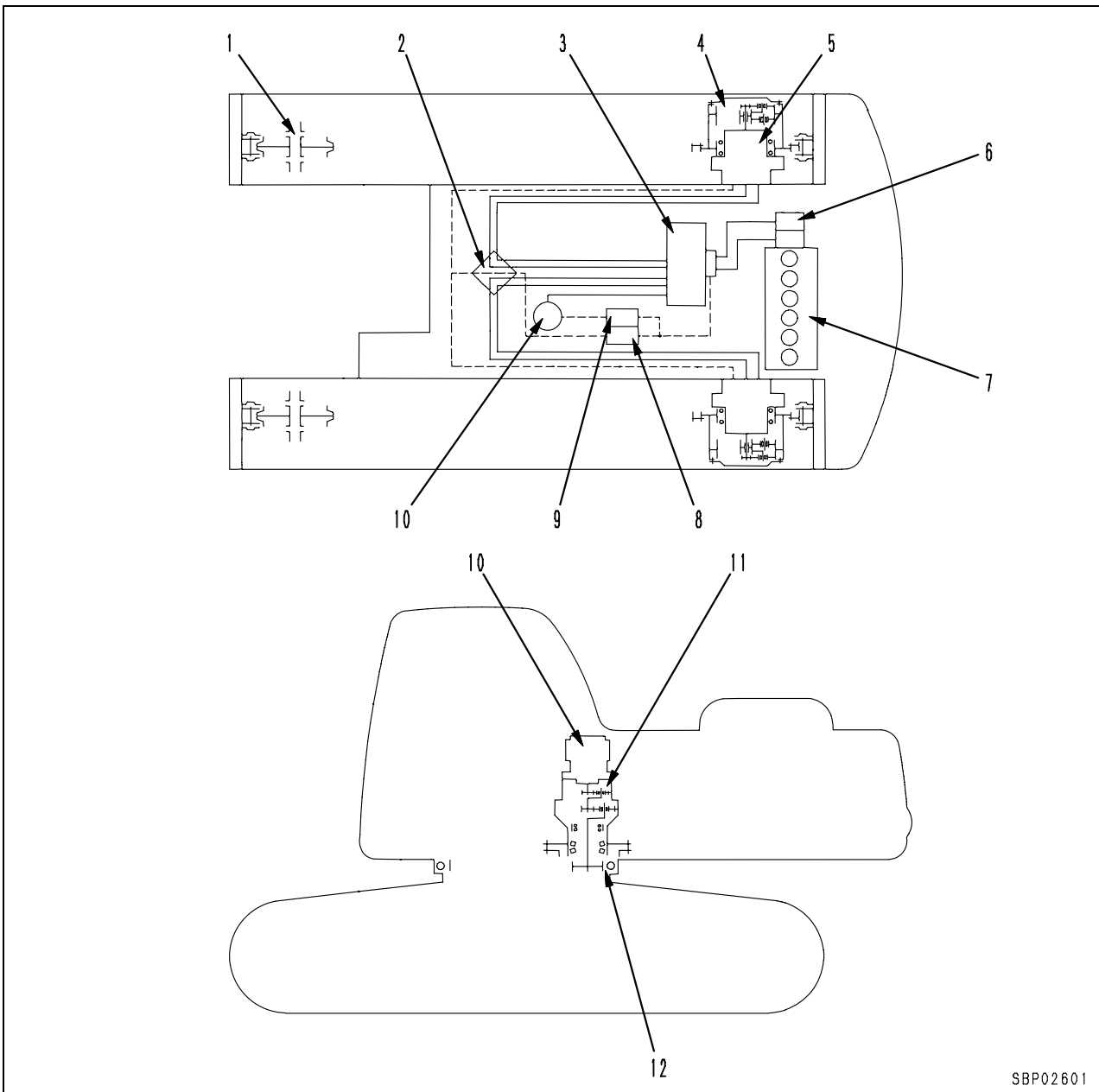
### Power train

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Power train .....	2
Power train .....	2
Final drive .....	4
Swing machinery .....	6
Swing circle .....	8

# Power train

## Power train

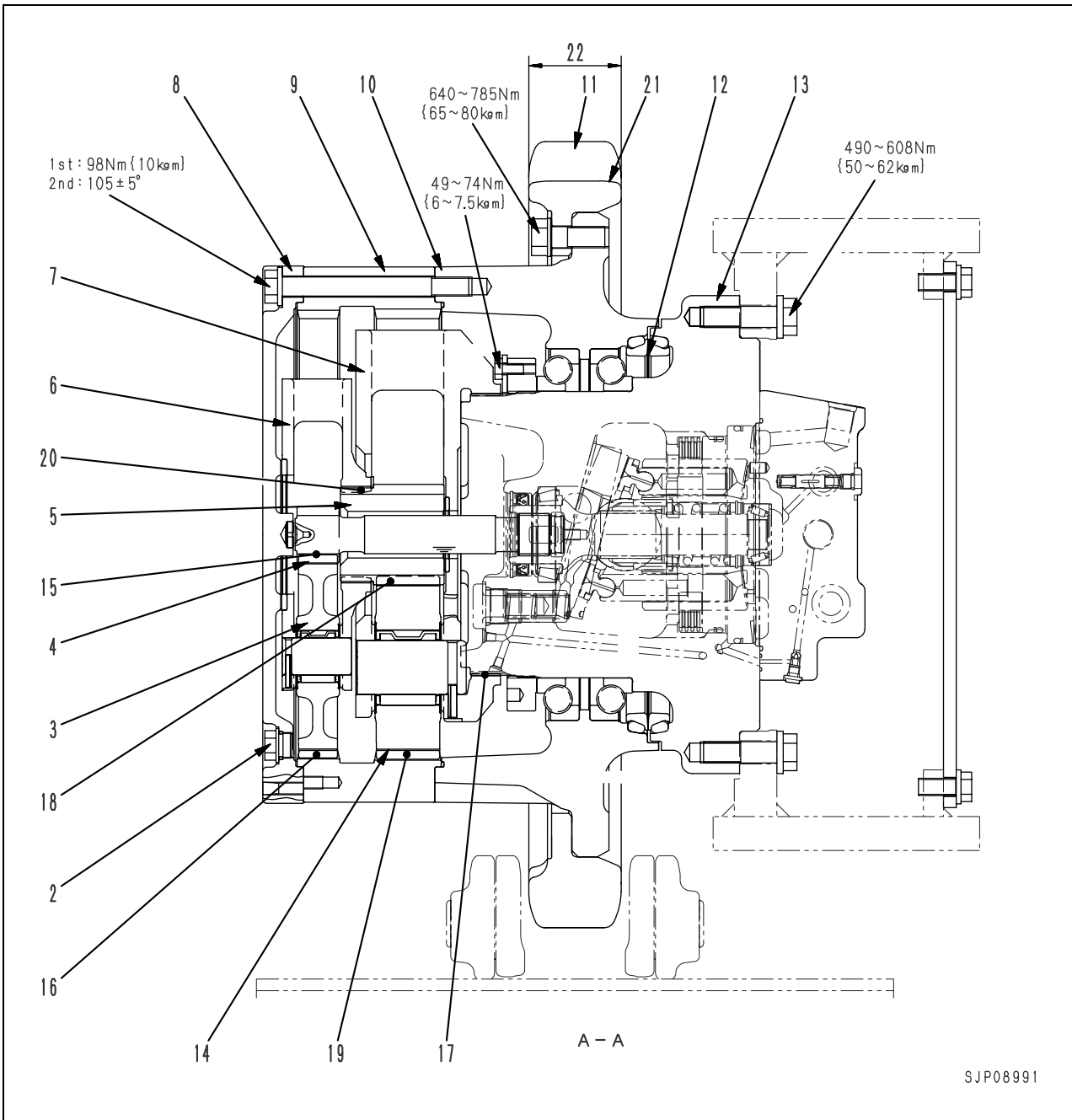


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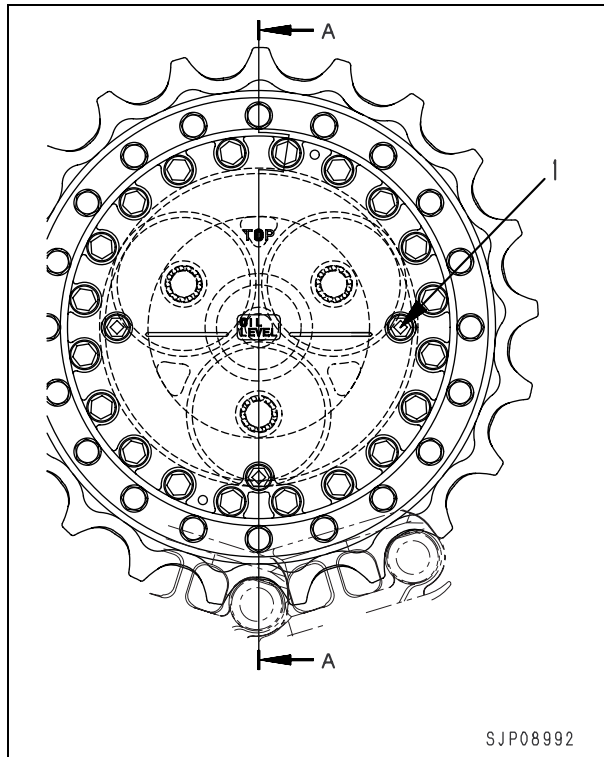
- 1. Idler
- 2. Center swivel joint
- 3. Control valve
- 4. Final drive
- 5. Travel motor (HMV160ADT-2)
- 6. Hydraulic pump (HPV95 + 95)
- 7. Engine (SAA6D107E-1)
- 8. Travel speed solenoid valve
- 9. Swing brake solenoid valve
- 10. Swing motor (KMF125ABE-6)
- 11. Swing machinery
- 12. Swing circle



Final drive







1. Level plug
2. Drain plug
3. No. 1 planetary gear (No. of teeth: 46)
4. No. 1 sun gear (No. of teeth: 11)
5. No. 2 sun gear (No. of teeth: 19)
6. No. 1 planetary carrier
7. No. 2 planetary carrier
8. Cover
9. Ring gear (No. of teeth: 97)
10. Hub
11. Sprocket
12. Floating seal
13. Travel motor
14. No. 2 planetary gear (No. of teeth: 38)

**Specifications**

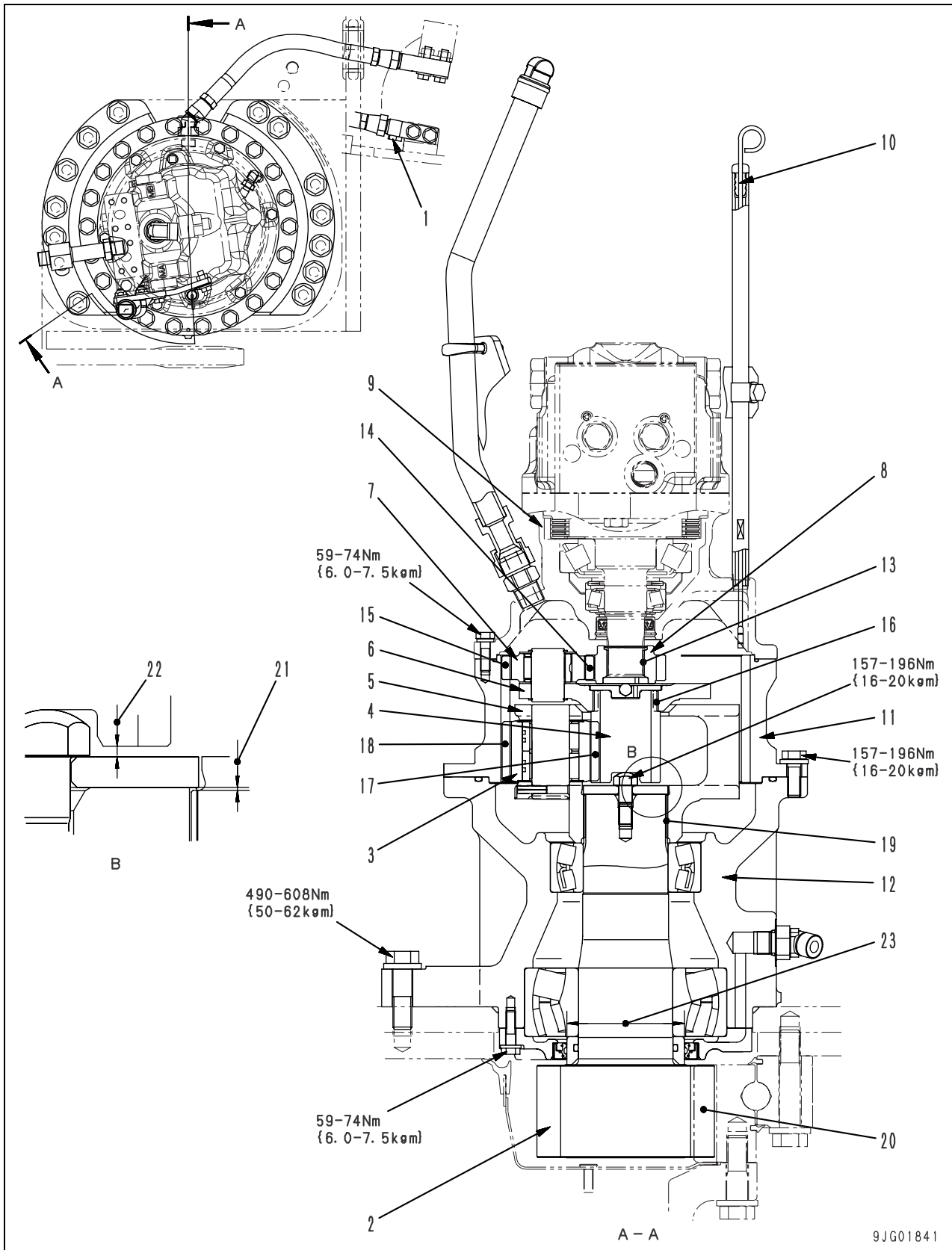
Reduction ratio:

$$-\left(\frac{11 + 106}{11}\right) \times \left(\frac{19 + 97}{19}\right) + 1 = -63,938$$

Unit: mm

No.	Check item	Criteria		Remedy
		Standard clearance	Clearance limit	
15	Backlash between No. 1 sun gear and No. 1 planetary gear	0.12 – 0.44	0.90	Replace
		0.18 – 0.62	1.20	
17	Backlash between No. 2 planetary carrier and motor	0.06 – 0.25	—	
18	Backlash between No. 2 sun gear and No. 2 planetary gear	0.15 – 0.51	1.00	
19	Backlash between No. 2 planetary gear and ring gear	0.19 – 0.66	1.30	
20	Backlash between No. 2 planetary carrier and No. 2 sun gear	0.39 – 0.80	1.60	
21	Amount of wear on sprocket tooth	Repair limit: 6		Rebuild or replace
22	Width of sprocket tooth	Standard size	Repair limit	
		87	84	

### Swing machinery



1. Drain plug
2. Swing pinion (No. of teeth: 11)
3. No. 2 planetary gear
4. No. 2 sun gear
5. No. 2 planetary carrier
6. No. 1 planetary carrier
7. No. 1 planetary gear
8. No. 1 sun gear
9. Swing motor
10. Oil level gauge
11. Ring gear
12. Case

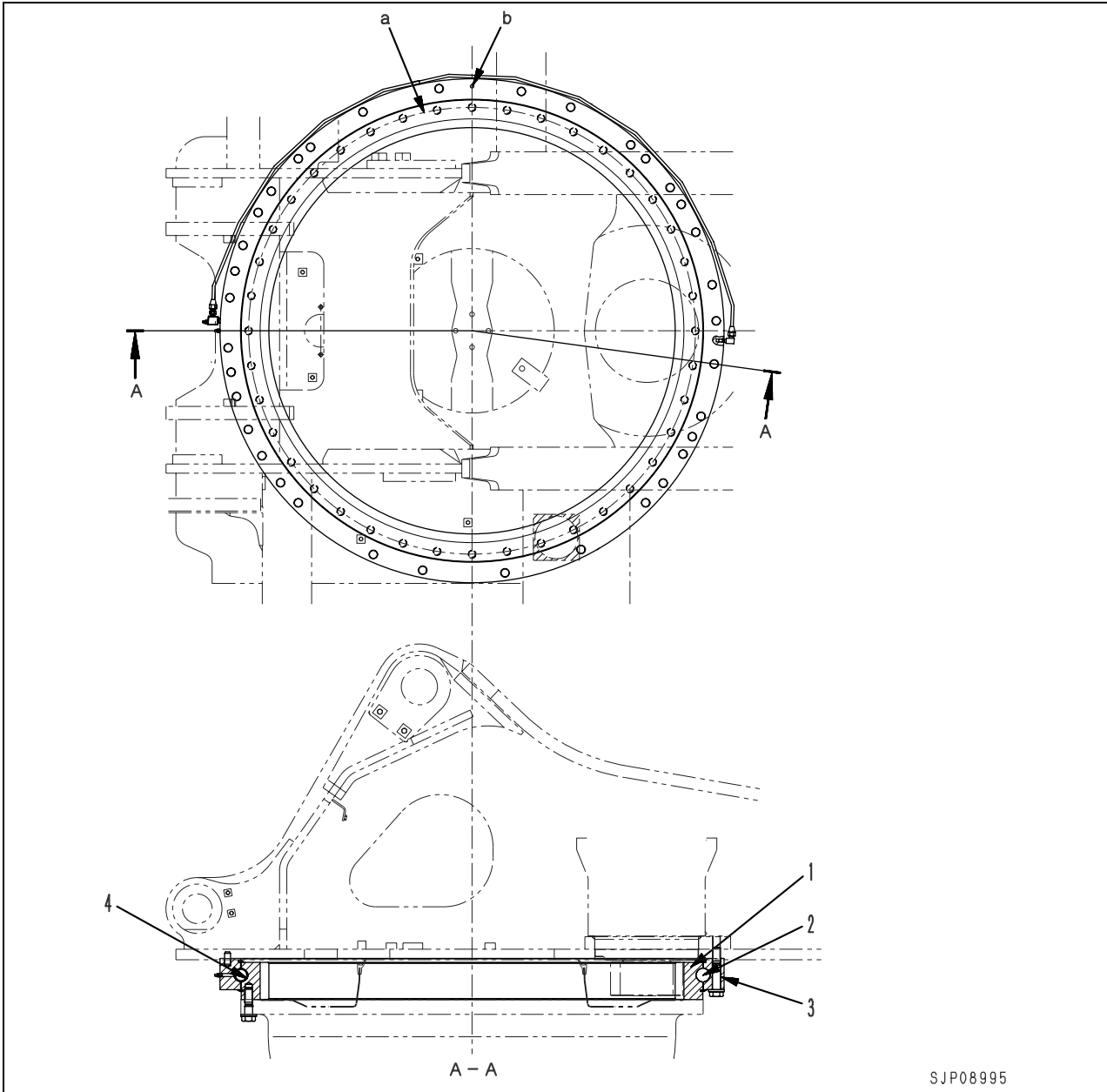
### Specifications

Reduction ratio:  $((17 + 58)/17) \times ((14 + 58)/14) = 22.689$

Unit: mm

No.	Check item	Criteria		Remedy	
		Standard clearance	Clearance limit		
13	Backlash between swing motor shaft and No. 1 sun gear	Standard clearance	Clearance limit	Replace	
		0.18 – 0.28	—		
14	Backlash between No. 1 sun gear and No.1 planetary gear	0.16 – 0.50	1.00		
15	Backlash between No. 1 planetary gear and ring gear	0.18 – 0.59	1.10		
16	Backlash between No. 1 planetary carrier and No. 2 sun gear	0.35 – 0.64	1.20		
17	Backlash between No. 2 sun gear and No.2 planetary gear	0.12 – 0.44	0.90		
18	Backlash between No. 2 planetary gear and ring gear	0.16 – 0.56	1.00		
19	Backlash between No. 2 planetary carrier and swing pinion	0.08 – 0.23	—		
20	Backlash between swing pinion and swing circle	0 – 1.21	2.00		
21	Clearance between plate and No. 2 planetary carrier	0.58 – 1.62	—		
22	Clearance between No. 2 sun gear and plate	2.56 – 3.84	—		
23	Wear of swing pinion surface contacting with oil seal	Standard size	Repair limit		Apply hard chrome plating or replace
		125 (0/ – 0.100)	—		

### Swing circle



SJP08995

- 1. Swing circle inner race (No. of teeth: 90)
- 2. Ball
- 3. Swing circle outer race

**Specifications**

Reduction ratio:  $-\frac{90}{11} = -8,192$

- a. Inner race soft zone S position
- b. Outer race soft zone S position

Amount of grease: 33 ℓ (G2-LI)

Unit: mm

No.	Check item	Criteria		Remedy
		Standard clearance	Clearance limit	
4	Axial clearance of bearing (when mounted on chassis)	0.5 – 1.6	3.2	Replace



PC290LC, 290NLC-8 Hydraulic excavator

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# HYDRAULIC EXCAVATOR

## PC290LC-8 PC290NLC-8

### Machine model      Serial number

PC290LC-8	K50001 and up
PC290NLC-8	K50001 and up

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## 10 Structure, function and maintenance standard

### Undercarriage and frame

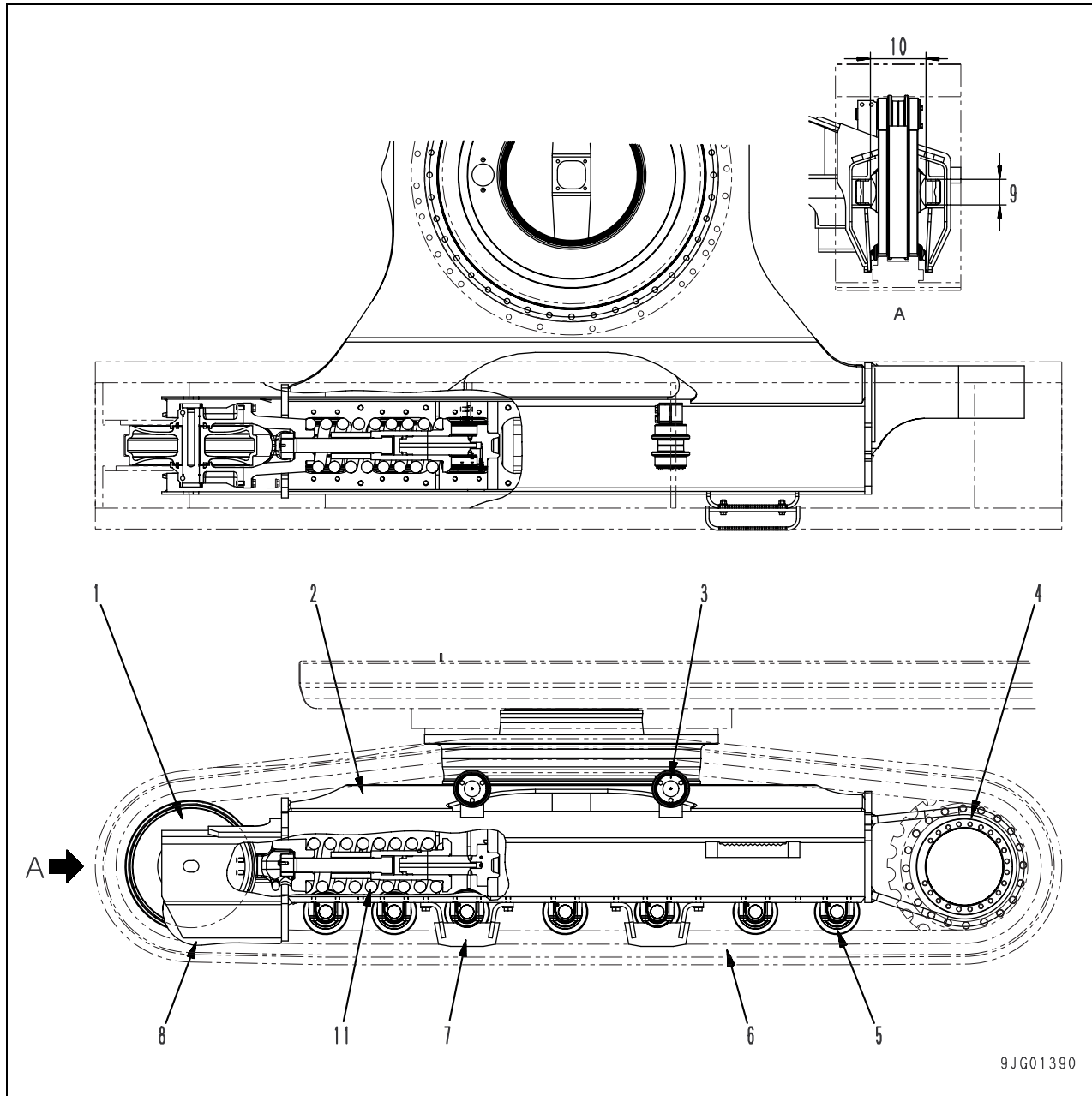
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Undercarriage and frame .....	2
Track frame and recoil spring.....	2
Idler .....	4
Carrier roller .....	6
Track roller .....	7
Track shoe.....	8

## Undercarriage and frame

### Track frame and recoil spring

★ The following drawing indicates PC290-8.



9JG01390

1. Idler
2. Track frame
3. Carrier roller
4. Final drive
5. Track roller
6. Track shoe
7. Center guard
8. Front guard

- The dimensions and the number of track rollers depend on the model, but the basic structure is not different.
- Number of track rollers

Model	Q'ty (one side)
PC290LC-8	8
PC290NLC-8	8



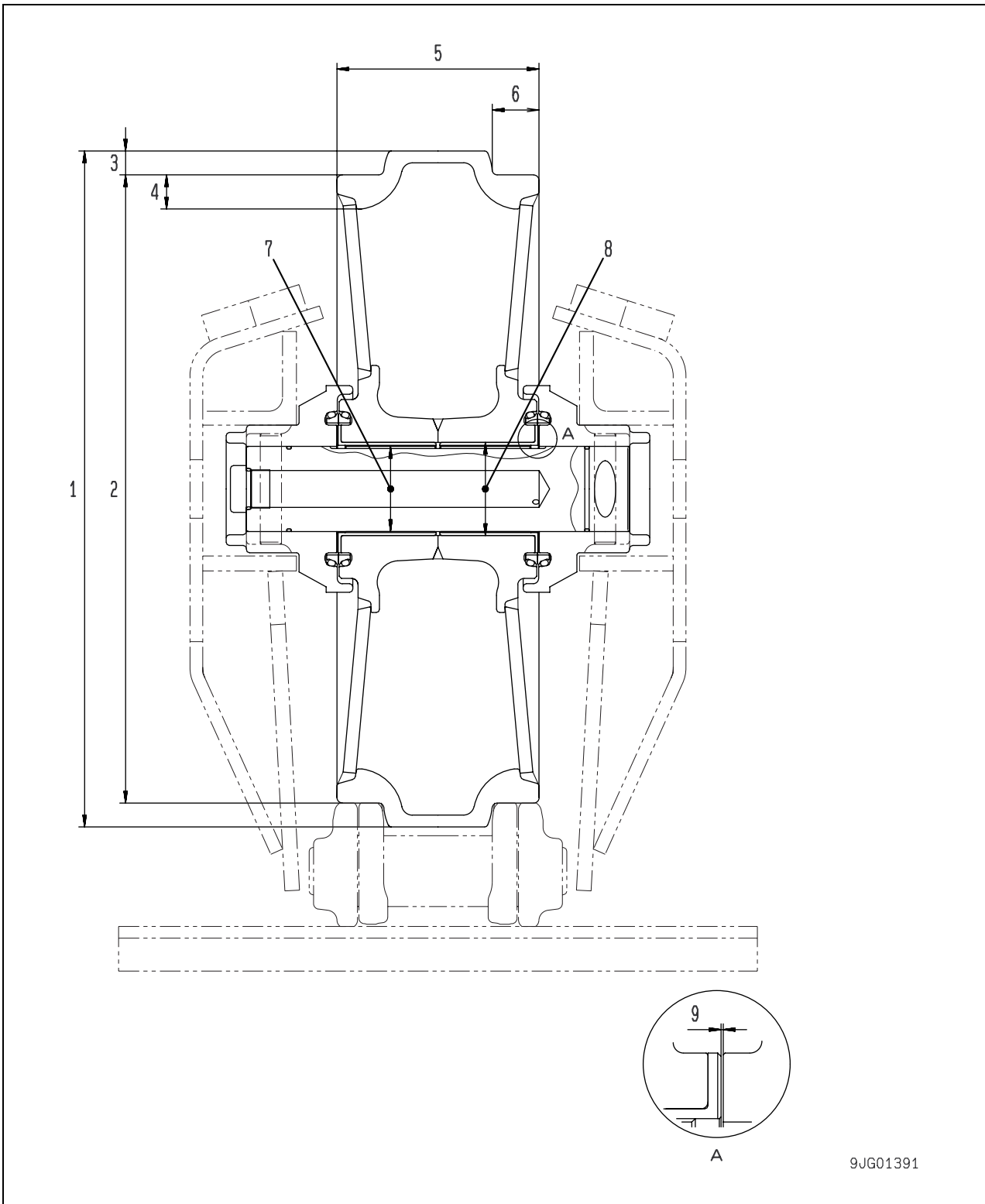
Standard shoe

Item	Models	PC290LC-8	PC290NLC-8
	Shoe width (triple shoe) (mm)		800
Link pitch (mm)		216	
No. of shoes (one side)		48	48

Unit: mm

No.	Check Item	Criteria				Remedy	
		Standard size		Tolerance	Repair limit		
9	Vertical width of idler guide	Track frame	123	+2 -1	127	Build-up welding for rebuilding or replace	
		Idler support	120	±0.5	118		
10	Horizontal width of idler guide	Track frame	266	+3 -1	271		
		Idler support	261	—	259		
11	Recoil spring	Standard size			Repair limit		Replace
		Free length x O.D.	Installation length	Installation load	Free length	Installation load	
		811.5 x 261	655	208.7 kN {21,287 kg}	—	—	

### Idler

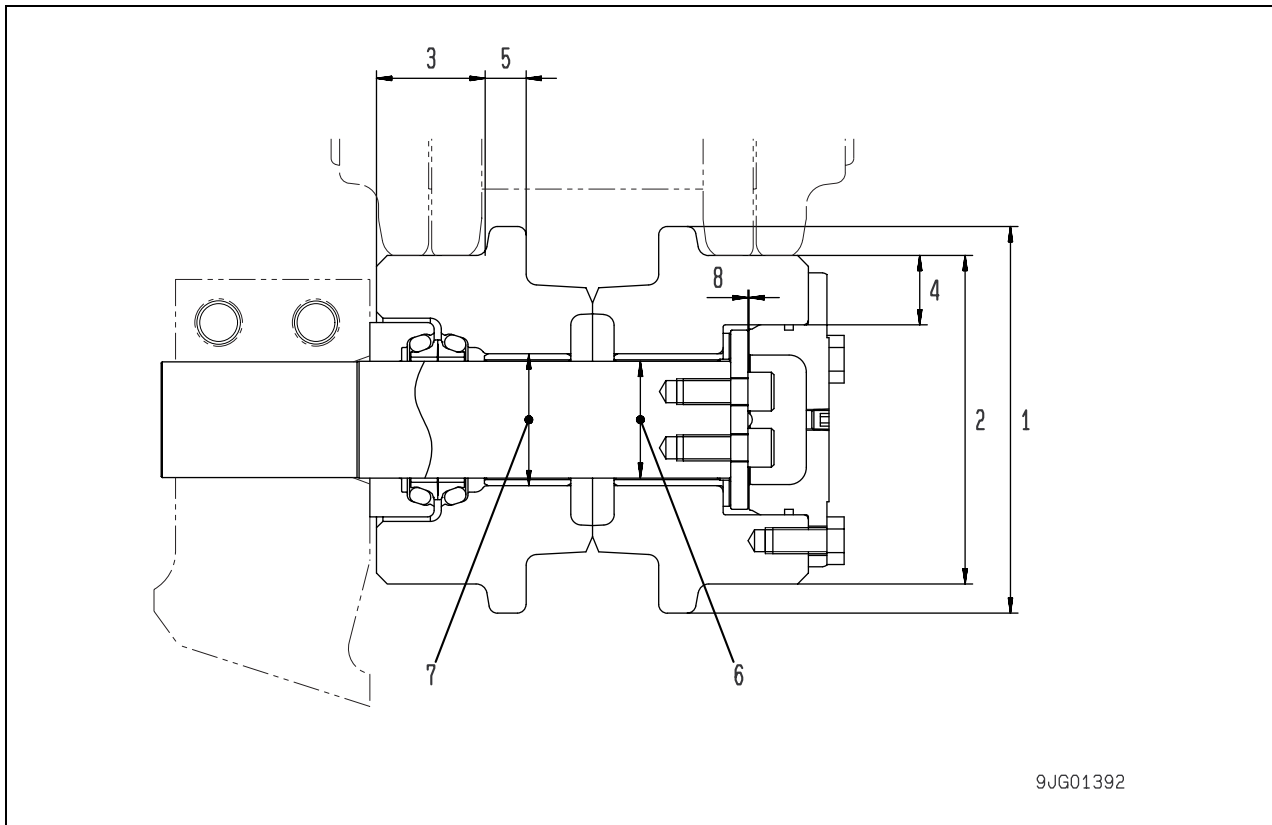


9JG01391

Unit: mm

No.	Check Item	Criteria				Remedy
1	Outside diameter of protrusion	Standard size		Repair limit		Build-up welding for rebuilding or replace
		635		—		
2	Outside diameter of tread	590		578		
3	Difference of tread	22.5		28.5		
4	Thickness of tread	32		26		
5	Total width	190		—		
6	Width of tread	44		50		
7	Clearance between shaft and bushing	Standard size	Tolerance		Standard clearance	Clearance limit
			Shaft	Hole		
		80	-0.225 -0.325	+0.130 -0.024	0.201 – 0.455	1.5
8	Interference between idler and bushing	Standard size	Tolerance		Standard interference	Interference limit
			Shaft	Hole		
		87.6	+0.087 +0.037	-0.027 -0.079	0.064 – 0.166	—
9	Clearance between bushing and support (Sum of clearance at both sides)	Standard size		Clearance limit		Replace bushing
		1.33 – 2.72		—		

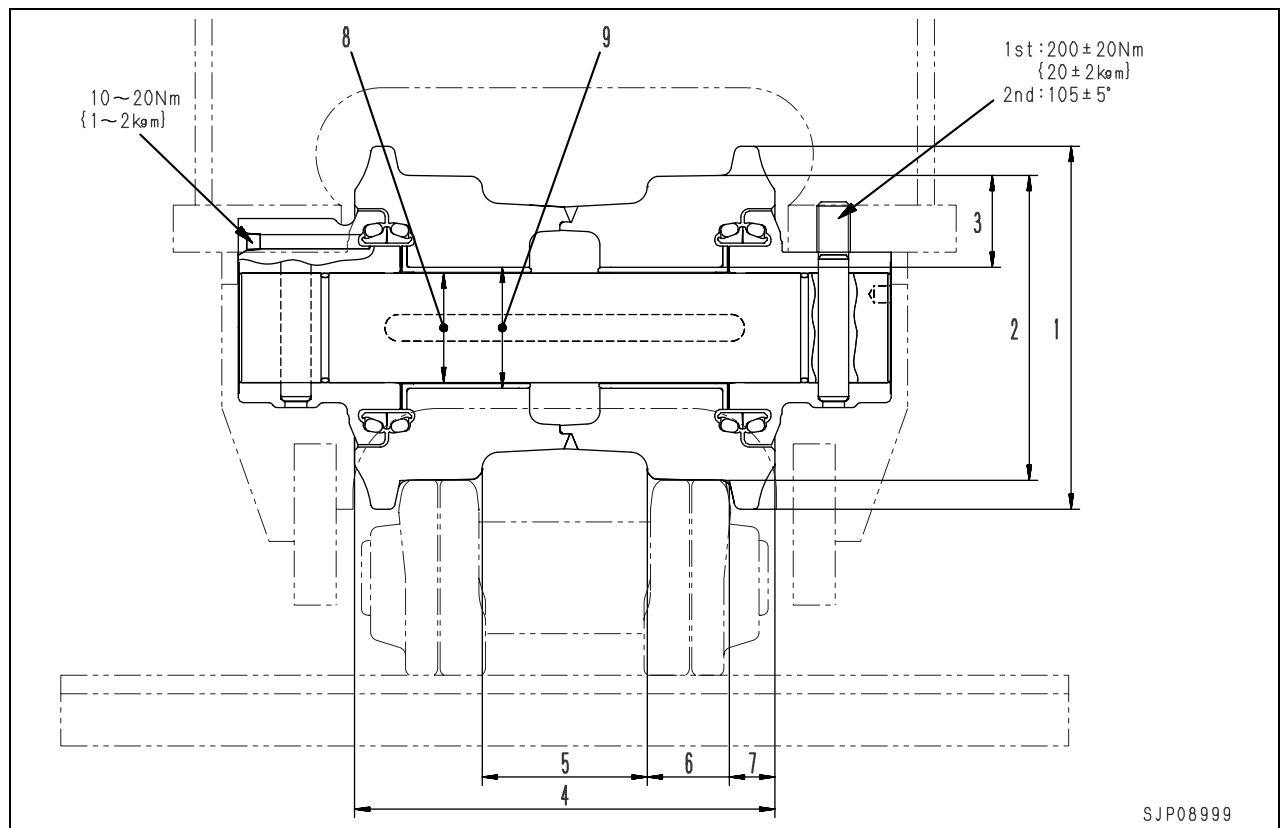
### Carrier roller



Unit: mm

No.	Check Item	Criteria				Remedy
		Standard size		Repair limit		
1	Outside diameter of flange	179		—		
2	Outside diameter of tread	152		138		
3	Width of tread	50.3		—		
4	Thickness of tread	32		25		
5	Width of flange	19		—		
6	Clearance between shaft and bushing	Standard size	Tolerance		Standard clearance	Clearance limit
		54	Shaft	Hole		
7	Interference between roller and bushing	Standard size	Tolerance		Standard interference	Interference limit
		61	Shaft	Hole		
8	Axial clearance of roller	Standard clearance		Clearance limit		
		0.5 – 0.7		—		

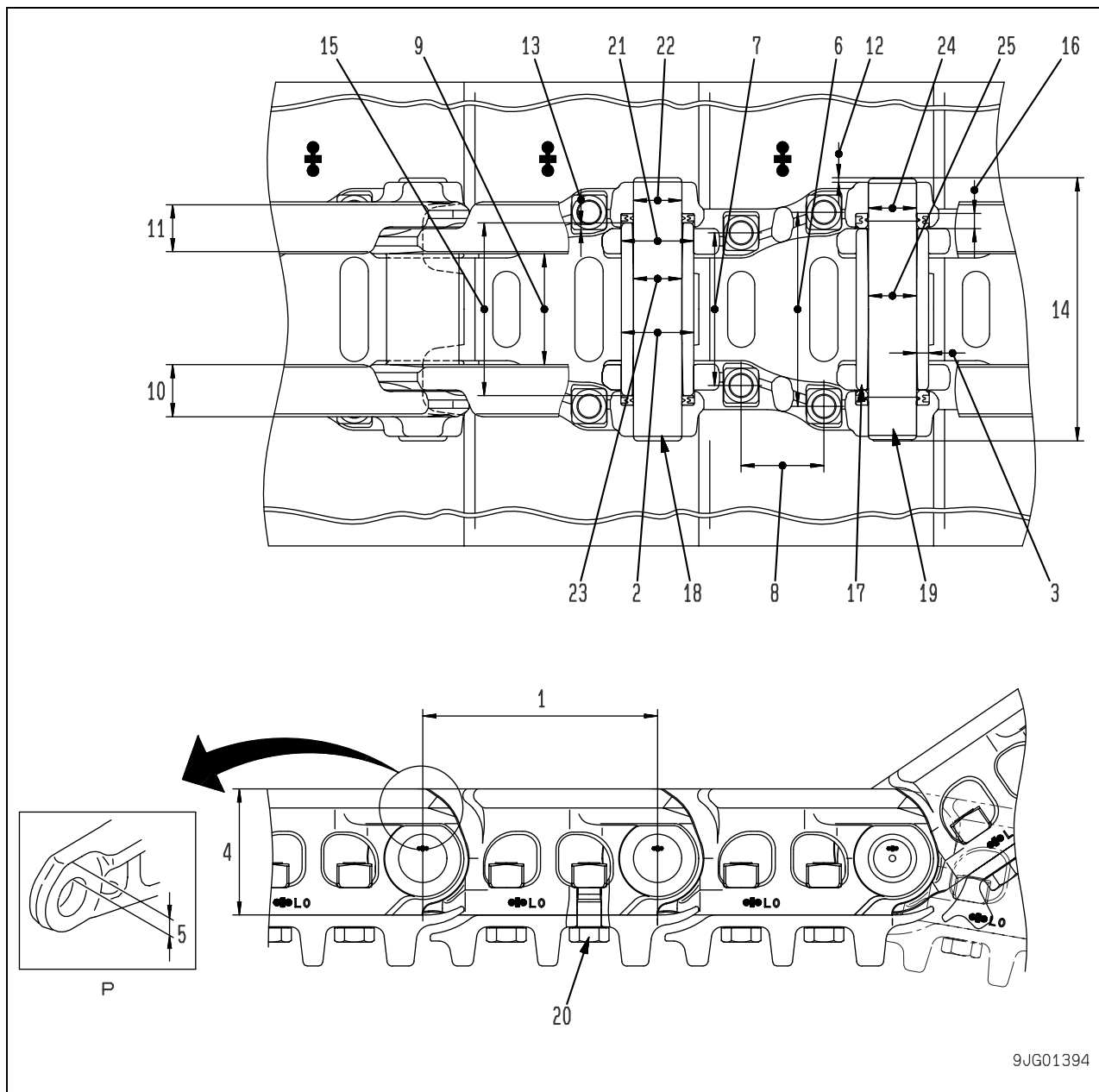
Track roller



Unit: mm

No.	Check item	Criteria				Remedy
		Standard size		Repair limit		
1	Outside diameter of flange	216		—		Rebuild or replace
2	Outside diameter of tread	180		168		
3	Thickness of tread	54		48		
4	Overall width	250		—		
5	Inside width	98		—		
6	Width of tread	49		55		
7	Width of flange	27		—		
8	Clearance between shaft and bushing	Standard size	Tolerance		Standard clearance	Clearance limit
		65	Shaft	Hole		
9	Interference between roller and bushing	Standard size	Tolerance		Standard interference	Interference limit
		72	Shaft	Hole		

Track shoe



★ (P) portion shows the link of bushing press fitting end.

Unit: mm

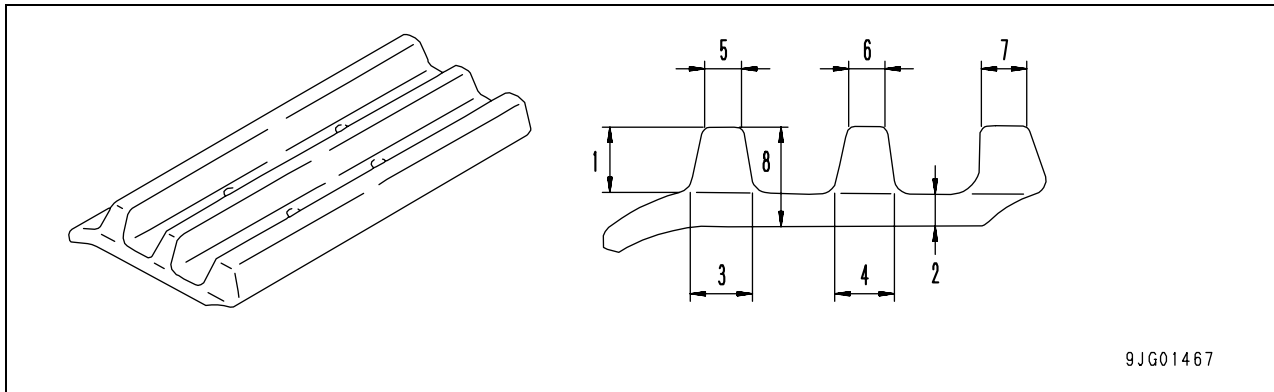
No.	Check Item	Criteria		Remedy
		Standard size	Repair limit	
1	Link pitch	216.3	219.3	Reverse or replace
2	Outside diameter of bushing	66.9	61.9	Adjust or replace
3	Thickness of bushing metal	10.8	5.8	Repair or replace
4	Link height	116	107	
5	Thickness of link metal (bushing press-fitting portion)	30.7	21.7	

Unit: mm

No.	Check Item		Criteria		Remedy	
6	Shoe bolt pitch		178.4		Replace	
7			140.4			
8			76.2			
9	Link	Inside width	102		Repair or replace	
10		Overall width	47.8			
11		Tread width	42.6			
12	Protrusion of pin		4.2		Adjust or replace	
13	Protrusion of regular bushing		5.25			
14	Overall length of pin		242			
15	Overall length of bushing		148.4			
16	Thickness of spacer		Standard size 10.8	Reverse 5.8		
17	Press-fitting force	Bushing	98 – 264.6 kN {10 – 27 ton}		—	
18		Regular pin	147 – 362.6 kN {15 – 37 ton}			
19 (*)		Master pin	98 – 215.6 kN {10 – 22 ton}			
20	Shoe bolt	a. Regular link	Tightening torque (Nm {kgm})		Retightening angle (deg.)	
			Triple grouser shoe	393±39 {40±4}		120±10
		b. Master link	Tightening torque (Nm {kgm})		Retightening angle (deg.)	Lower limit torque (Nm {kgm})
			—		—	—
21	Interference between bushing and link		Standard size		Standard interference	
			Tolerance			
22	Interference between regular pin and link		Standard size		Standard interference	
			Tolerance			
23	Clearance between regular pin and bushing		Standard size		Standard clearance	
			Tolerance			
24 (*)	Interference between master pin and link		Standard size		Standard interference	
			Tolerance			
25 (*)	Clearance between master pin and bushing		Standard size		Standard clearance	
			Tolerance			

\* Dry type track link

Triple grouser shoe



Unit: mm

No.	Check Item	Criteria		Remedy
		Standard size	Repair limit	
1	Height		36	24
		(*)	30	18
2	Thickness		11	Build-up welding for rebuilding or replace
3	Length of base		32	
		(*)	29	
4	Length of base		26	
		(*)	24	
5	Length at tip		24	
		(*)	22	
6	Length at tip		18	
		(*)	16	
7	Length at tip		18	
		(*)	22	
8	Thickness		47	35
		(*)	41	29

\*: PC290-8: 600 mm width shoe





PC290LC, 290NLC-8 Hydraulic excavator

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# HYDRAULIC EXCAVATOR

## PC290LC-8 PC290NLC-8

### Machine model      Serial number

PC290LC-8	K50001 and up
PC290NLC-8	K50001 and up

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## 10 Structure, function and maintenance standard

### Hydraulic system, Part 1

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Hydraulic system, Part 1 .....	2
Hydraulic equipment layout drawing .....	2
Hydraulic tank and filter .....	4
Hydraulic pump .....	6
Pilot oil filter .....	28

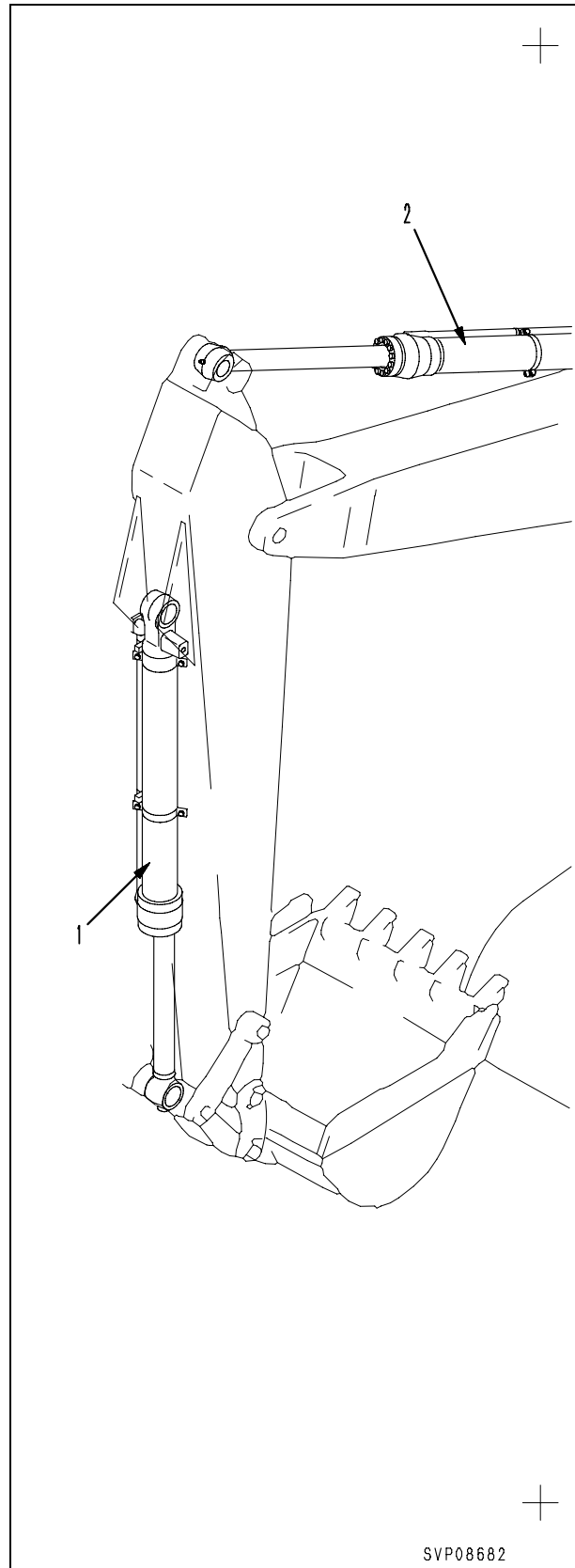
## Hydraulic system, Part 1

### Hydraulic equipment layout drawing

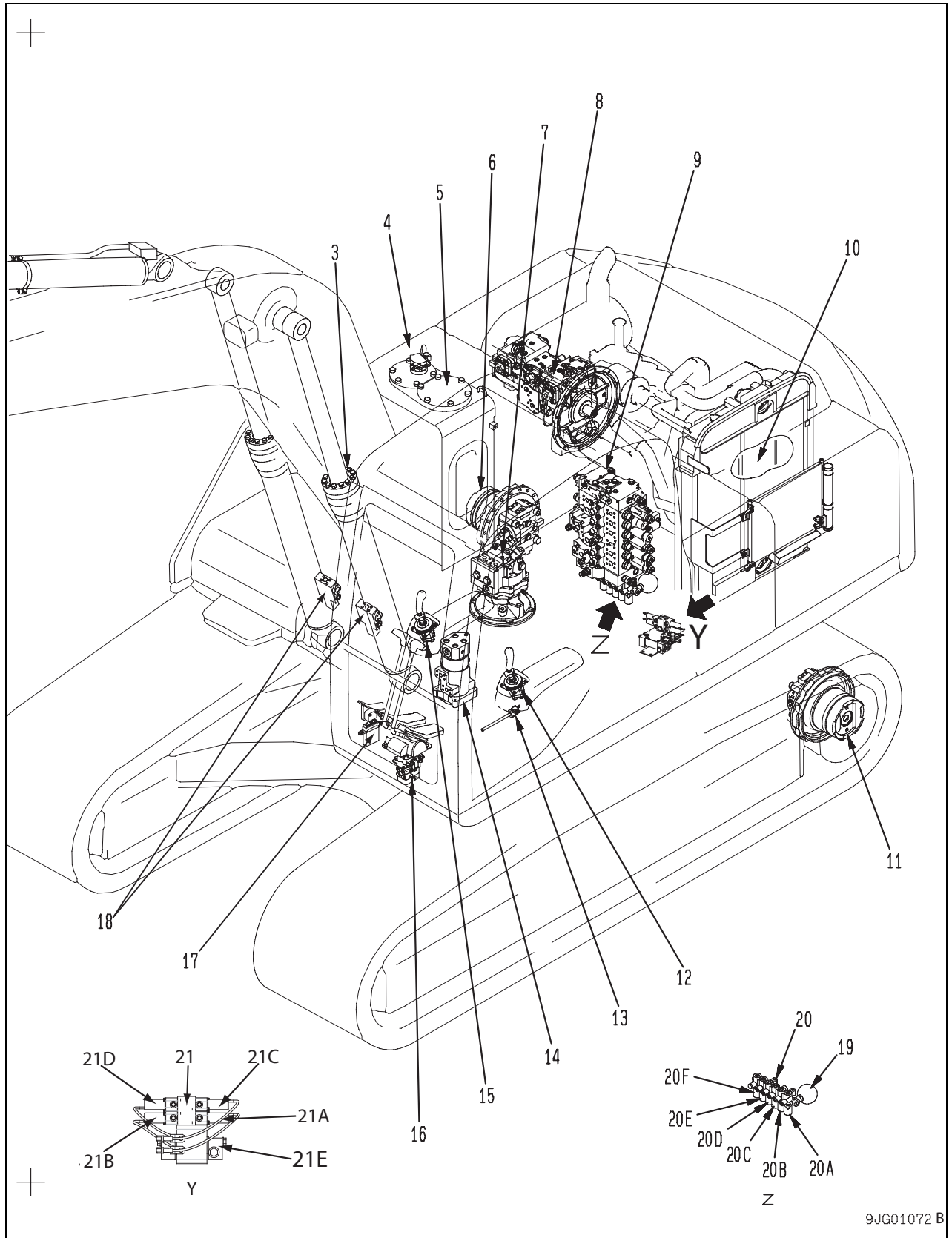
1. Bucket cylinder
2. Arm cylinder
3. Boom cylinder
4. Hydraulic tank
5. Hydraulic oil filter
6. R.H. travel motor
7. Swing motor
8. Hydraulic pump
9. Control valve
10. Oil cooler
11. L.H. travel motor
12. Left PPC valve
13. Lock lever
14. Center swivel joint
15. Right PPC valve
16. Travel PPC valve
17. Attachment PPC valve
18. Hydraulic drift prevention valve
19. Accumulator
20. Solenoid valve assembly
  - 20A. PPC lock solenoid valve
  - 20B. 2-stage relief solenoid valve
  - 20C. Swing brake solenoid valve
  - 20D. Travel speed solenoid valve
  - 20E. Travel junction solenoid valve
  - 20F. ATT selector solenoid valve
21. EPC valve assembly.  
(For PC290 K50105 and up)
  - 21A. 1 ATT EPC (LH)
  - 21B. 1 ATT EPC (RH)
  - 21C. 2 ATT EPC (LH) OPT.
  - 21D. 2 ATT EPC (RH) OPT.
  - 21E. Shuttle valve

Note:

- LH - Main oil flow on the left hand side of the work equipment.
- RH - Main oil flow on the right hand side of the work equipment.

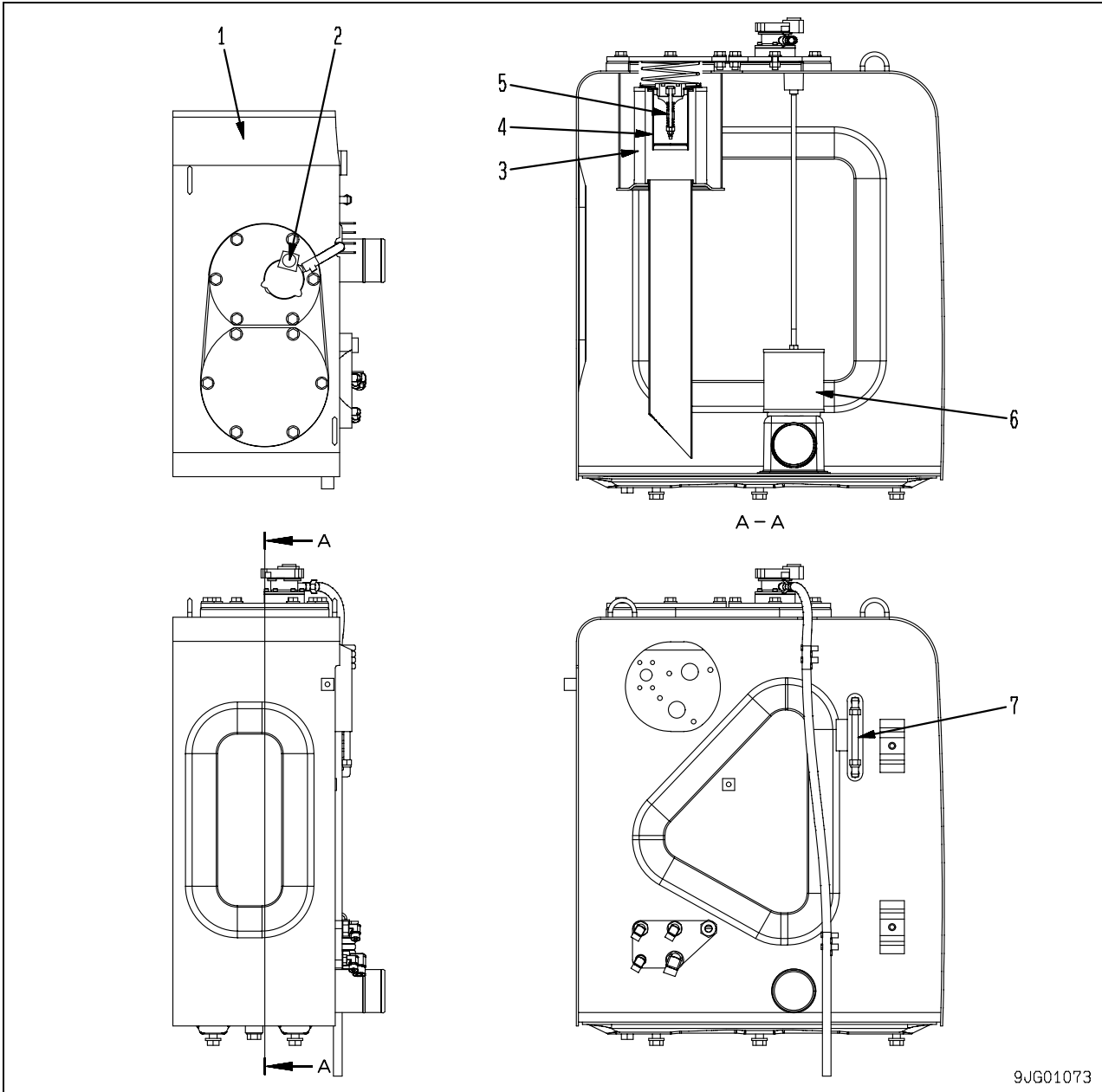


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Hydraulic tank and filter



- 1. Hydraulic tank
- 2. Oil filler port cap
- 3. Filter element
- 4. Strainer
- 5. Bypass valve
- 6. Suction strainer
- 7. Sight gauge

**Specifications**

Tank capacity : 190 ℓ  
 Amount of oil inside tank : 135 ℓ

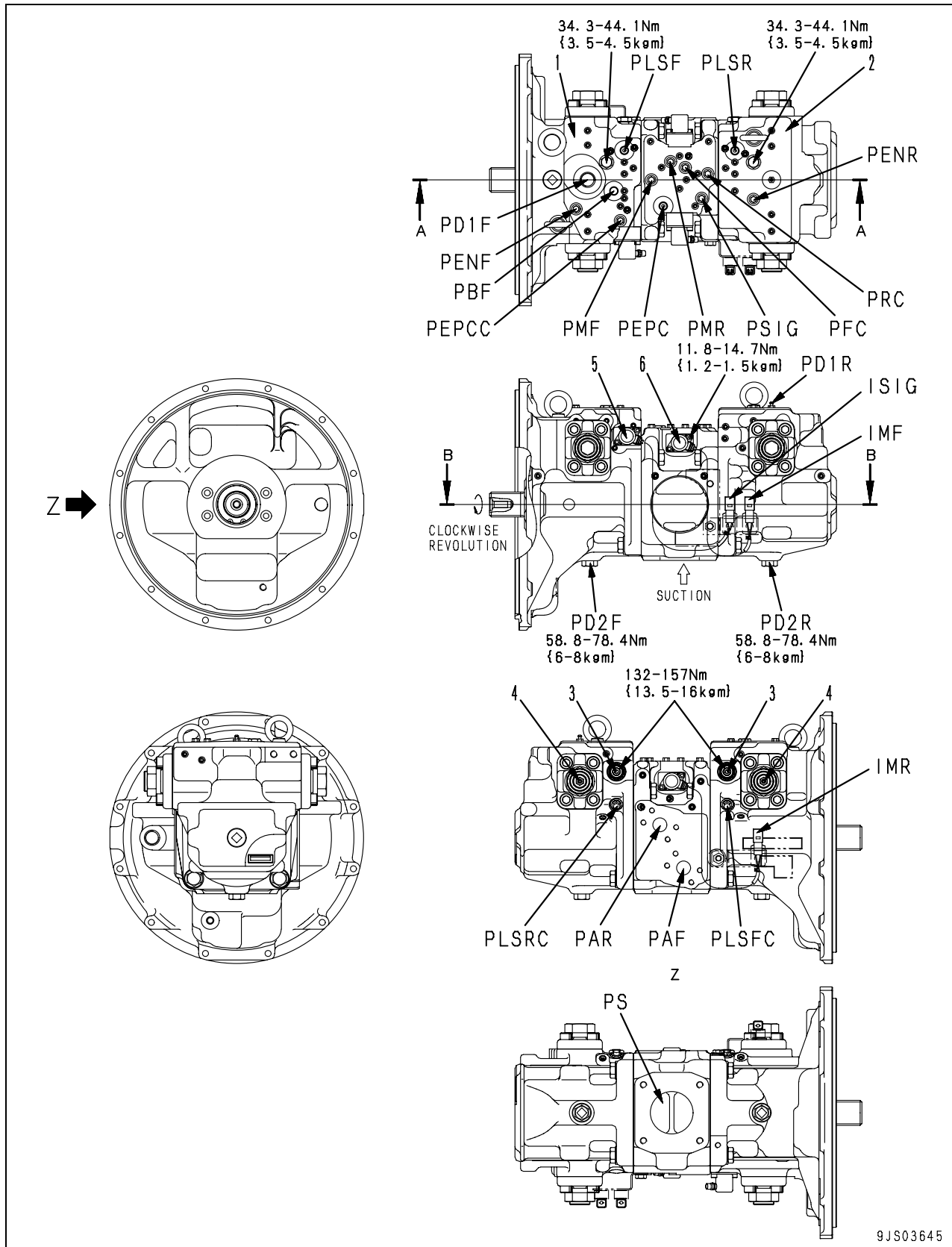
**Safety valve**

Relief cracking pressure:  
 16.7 ± 6.9 kPa {0.17 ± 0.07 kg/cm<sup>2</sup>}  
 Suction cracking pressure:  
 0 – 0.49 kPa {0 – 0.005 kg/cm<sup>2</sup>}  
 Bypass valve set pressure:  
 150 ± 30 kPa {1.5 ± 0.3 kg/cm<sup>2</sup>}



# Hydraulic pump

Type: HPV95+95



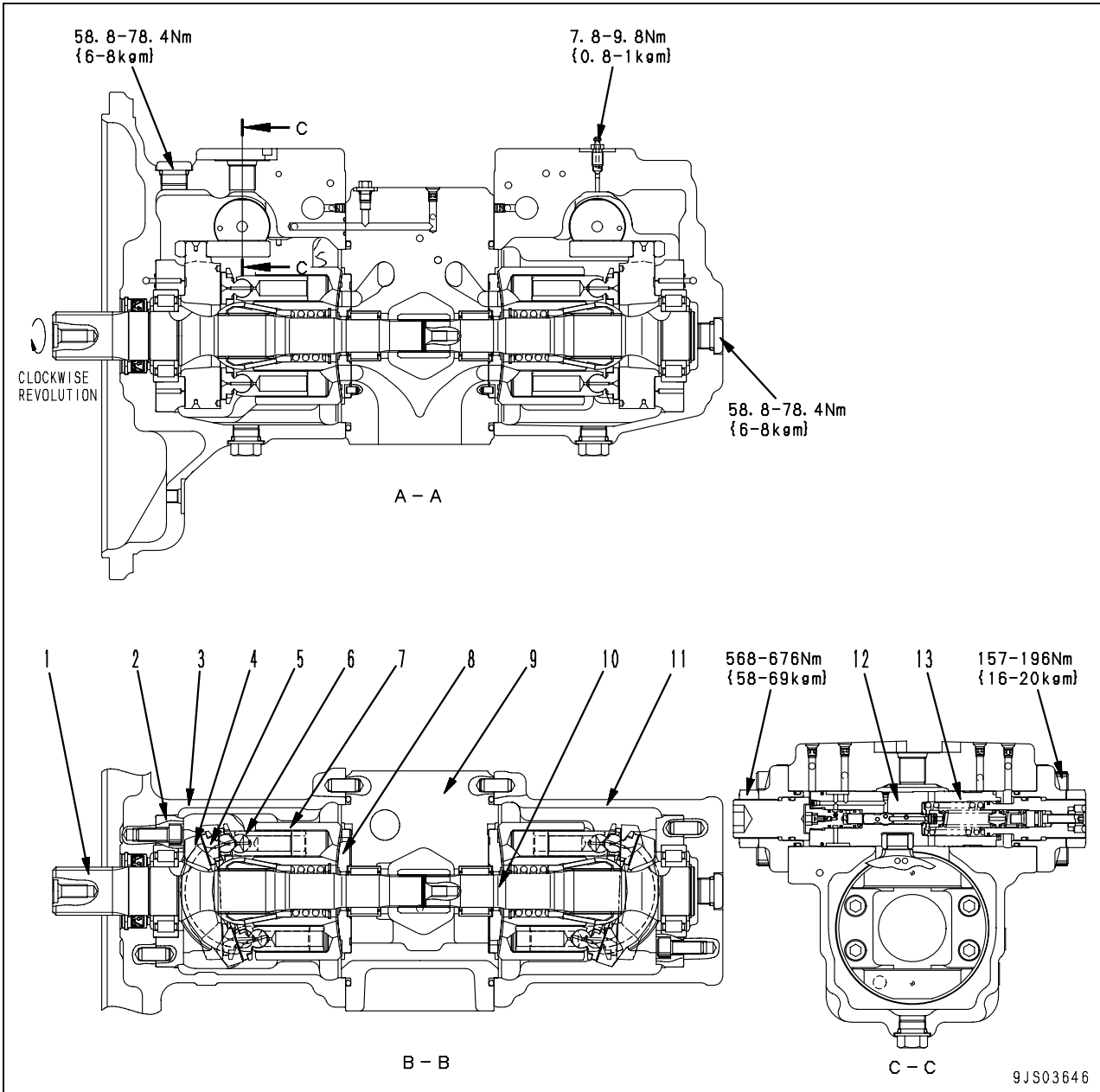


**Outline**

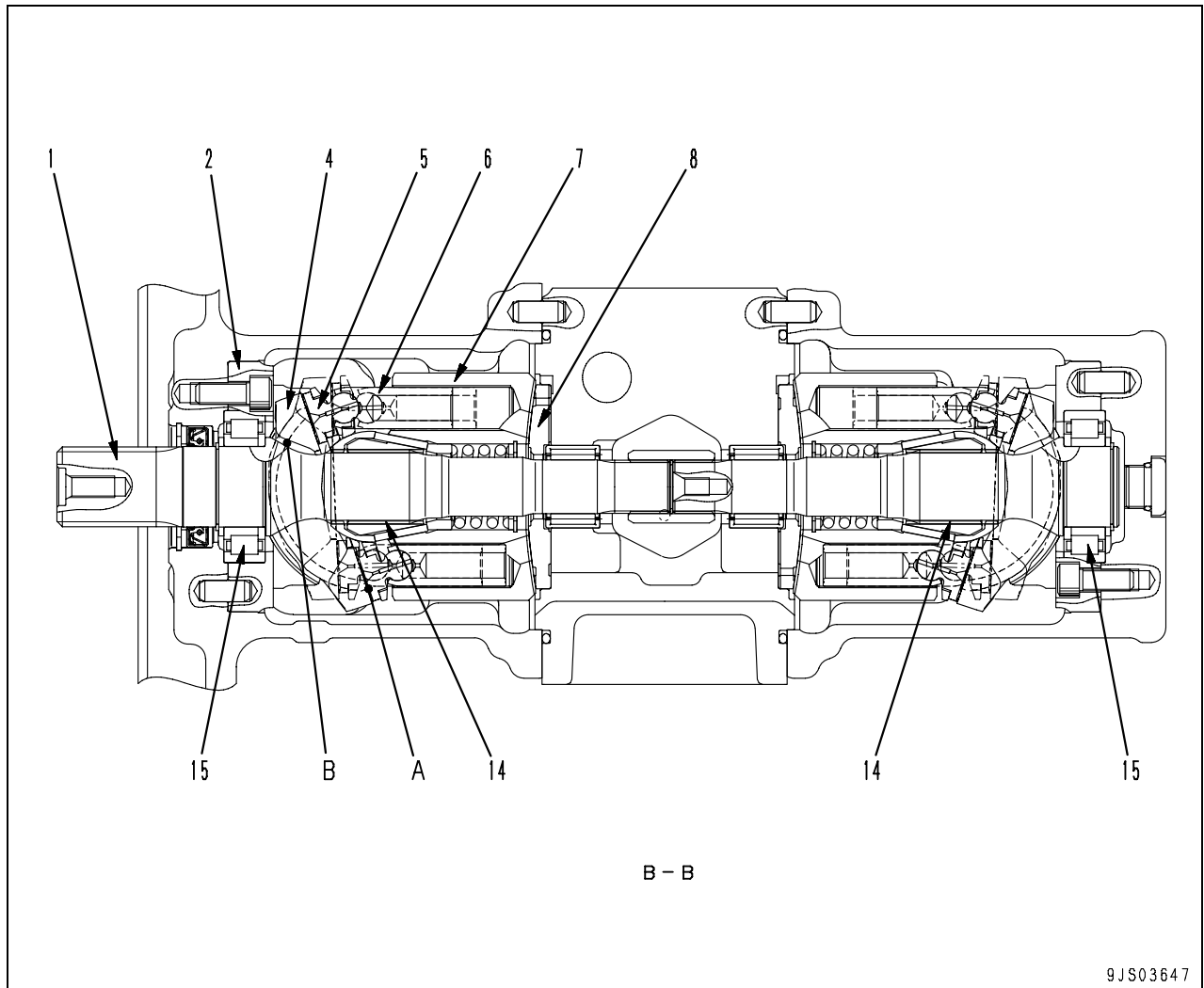
- This pump consists of 2 variable capacity swash plate piston pumps, PC valve, LS valve, and EPC valve.

IMF	: Front PC mode selector current
IMR	: Rear PC mode selector current
ISIG	: LS set pressure selector current
PAF	: Front pump delivery port
PAR	: Rear pump delivery port
PBF	: Pump pressure input port
PD1F	: Case drain port
PD1R	: Air bleeder
PD2F	: Drain plug
PD2R	: Drain plug
PENF	: Front control pressure detection port
PENR	: Rear control pressure detection port
PEPC	: EPC basic pressure port
PEPCC	: EPC basic pressure detection port
PFC	: Front pump delivery pressure detection port
PLSF	: Front load pressure input port
PLSFC	: Front load pressure detection port
PLSR	: Rear load pressure input port
PLSRC	: Rear load pressure detection port
PMF	: Front PC mode selector pressure detection port
PMR	: Rear PC mode selector pressure detection port
PRC	: Rear pump discharge pressure detection port
PS	: Pump suction port
PSIG	: LS set selector pressure detection port

1. Front pump
2. Rear pump
3. LS valve
4. PC valve
5. LS-EPC valve
6. PC-EPC valve



1. Front shaft
2. Cradle
3. Front case
4. Rocker cam
5. Shoe
6. Piston
7. Cylinder block
8. Valve plate
9. End cap
10. Rear shaft
11. Rear case
12. Servo piston
13. PC valve



### Function

- The pump converts the engine rotation transmitted to its shaft to oil pressure and delivers pressurized oil corresponding to the load.
- It is possible to change the discharge amount by changing the swash plate angle.

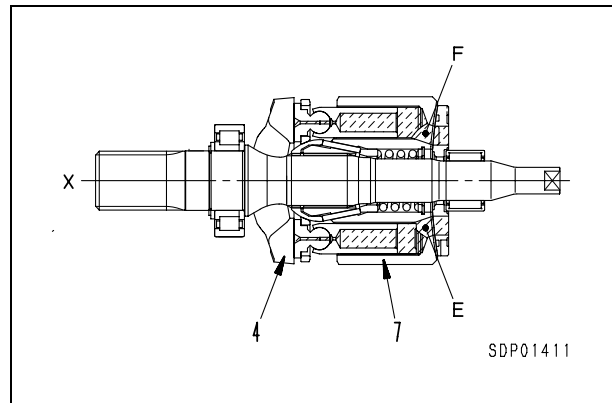
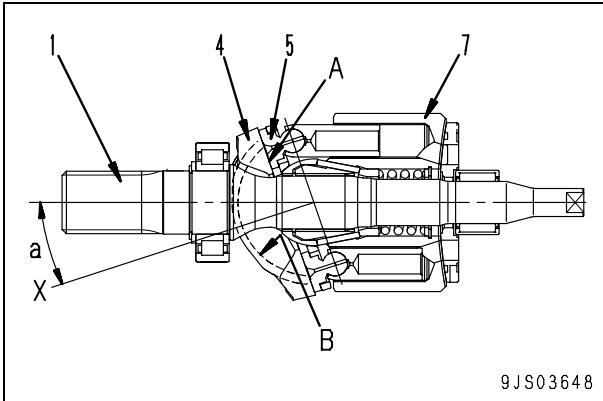
### Structure

- Cylinder block (7) is supported to shaft (1) by spline (14).
- Shaft (1) is supported by front and rear bearings (15).
- Tip of piston (6) is shaped as a concave ball and shoe (5) is caulked to it to form one unit.
- Piston (6) and shoe (5) constitute the spherical bearing.
- Rocker cam (4) has flat surface (A), and shoe (5) is always pressed against this surface while sliding in a circular movement.
- Rocker cam (4) conducts high pressure oil to the cylinder surface (B) with cradle (2), which is secured to the case, and forms a static pressure bearing when it slides.
- Piston (6) carries out relative movement in the axial direction inside each cylinder chamber of cylinder block (7).
- Cylinder block (7) seals the pressurized oil to valve plate (8) and carries out relative rotation.
- This surface is designed so that the oil pressure balance is maintained at a suitable level.
- The oil inside the respective cylinder chambers of cylinder block (7) is suctioned and discharged through valve plate (8).

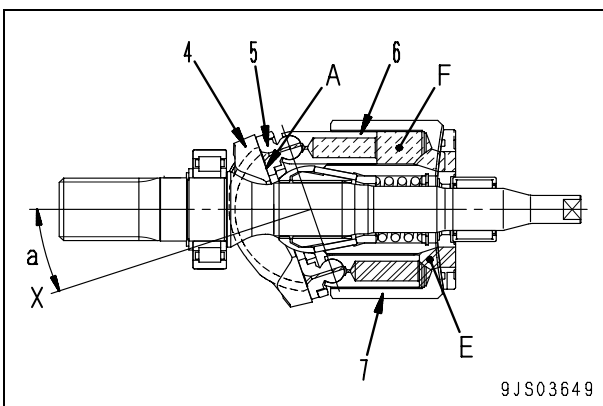
**Operation of pump**

- Cylinder block (7) rotates together with shaft (1), and shoe (5) slides on flat surface (A).
- When this happens, rocker cam (4) moves along cylindrical surface (B), so angle (a) between center line (X) of rocker cam (4) and the axial direction of cylinder block (7) changes.
- (a) is named the swash plate angle.

- As center line (X) of rocker cam (4) matches the axial direction of cylinder block (7) (swash plate angle (a) = 0), the difference between volumes (E) and (F) inside cylinder block (7) becomes 0.
- Suction and discharge of pressurized oil is not carried out in this state. Namely pumping action is not performed. (Actually, however, the swash plate angle is not set to 0)

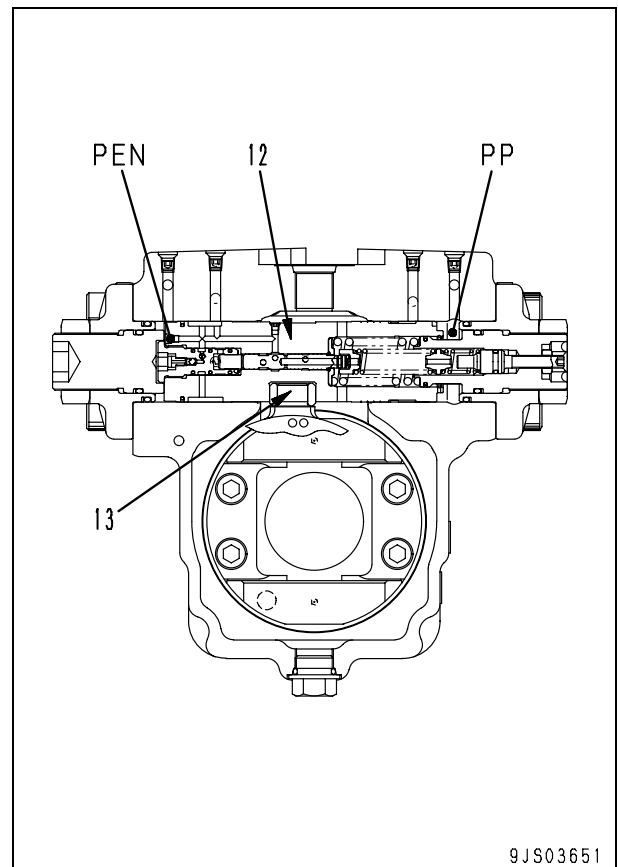
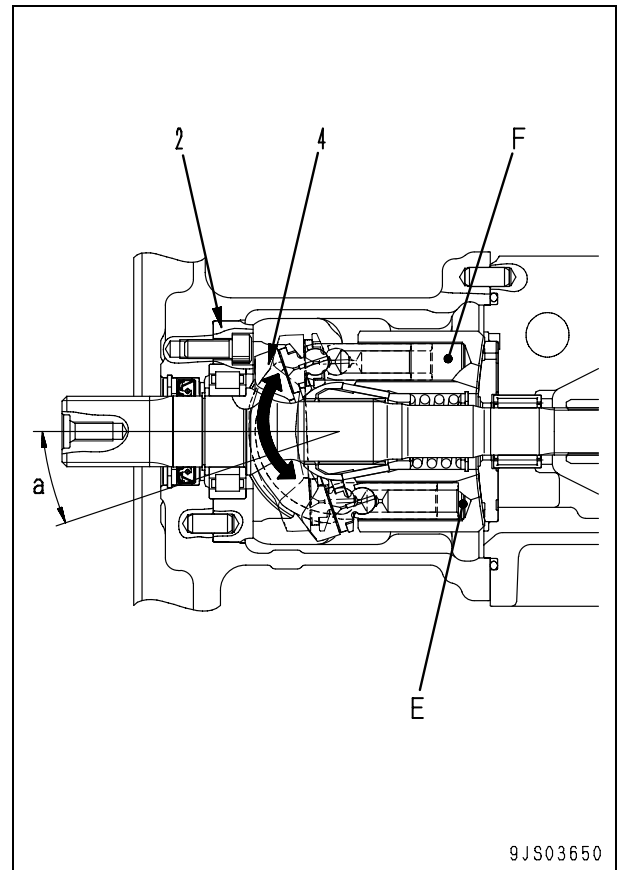


- With center line (X) of rocker cam (4) at a swash plate angle (a) in relation to the axial direction of cylinder block (7), flat surface (A) acts as a cam in relation to shoe (5).
- In this way, piston (6) slides on the inside of cylinder block (7), so a difference between volumes (E) and (F) is created inside cylinder block (7).
- A single piston suction and discharges the oil by the amount (F) – (E).
- As cylinder block (7) rotates and the volume of chamber (E) becomes smaller, the pressurized oil is discharged.
- On the other hand, the volume of chamber (F) grows larger and, in this process, the oil is suctioned.

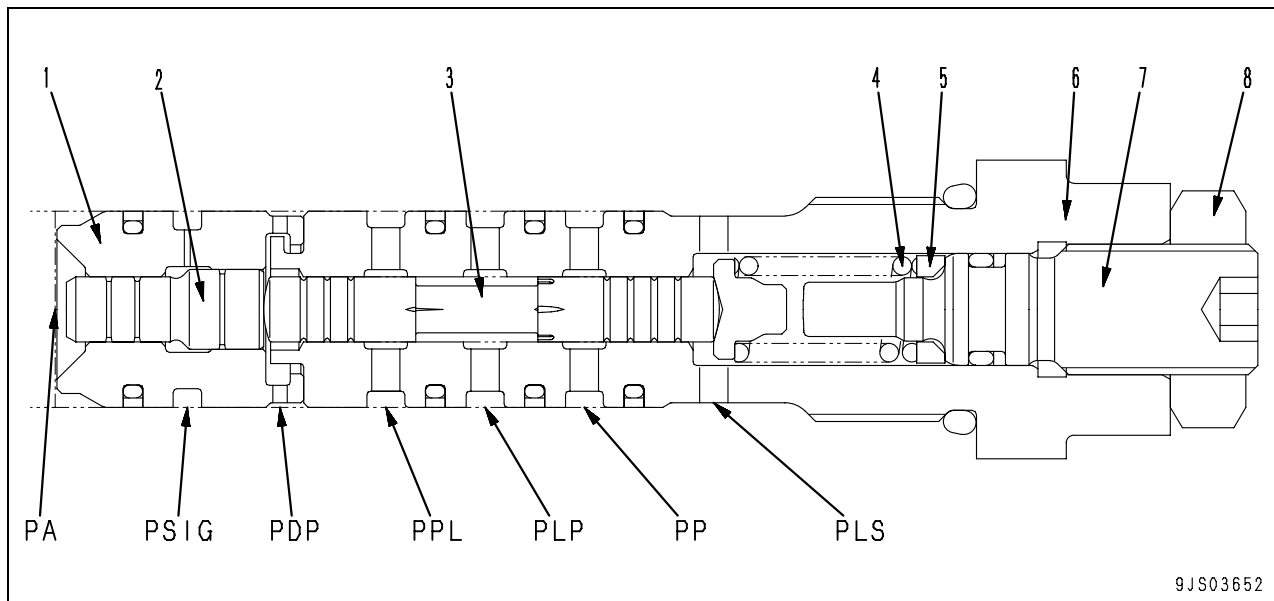


**Control of delivery**

- If the swash plate angle (a) becomes larger, the difference between volumes (E) and (F) becomes larger and pump delivery (Q) increases.
- Servo piston (12) is used for changing swash plate angle (a).
- Servo piston (12) carries out linear reciprocal movement according to the signal pressure from the PC and LS valves.
- This linear movement is transmitted to rocker cam (4) via slider (13).
- Being supported by cradle (2) on the cylindrical surface, rocker cam (4) slides on the surface while continuing revolving movement.
- Space of the pressure receiving area of servo piston (12) are not identical on the left side and right side. Main pump discharge pressure (self pressure) (PP) is always brought to the pressure chamber of the small diameter piston side.
- Output pressure (PEN) of the LS valve is brought to the chamber receiving the pressure at the large diameter piston end.
- The relationship in the size of pressure (PP) at the small diameter piston end and pressure (PEN) at the large diameter piston end, and the ratio between the area receiving the pressure of the small diameter piston and the large diameter piston controls the movement of servo piston (12).



1. LS valve

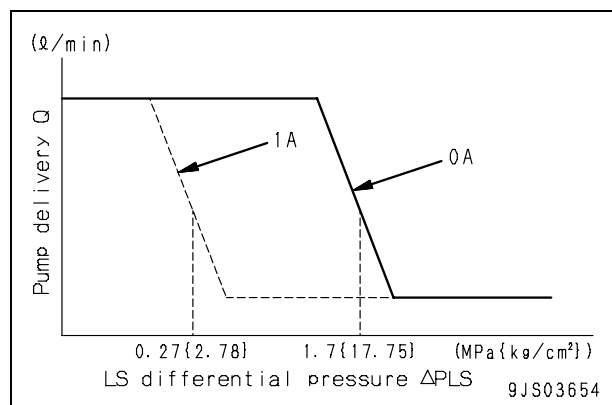


- PA : Pump port
- PDP : Drain port
- PLP : LS control pressure output port
- PLS : LS pressure input port
- PP : Pump port
- PPL : Control pressure input port
- PSIG : LS mode selector pilot port

- 1. Sleeve
- 2. Piston
- 3. Spool
- 4. Spring
- 5. Sheet
- 6. Sleeve
- 7. Plug
- 8. Locknut

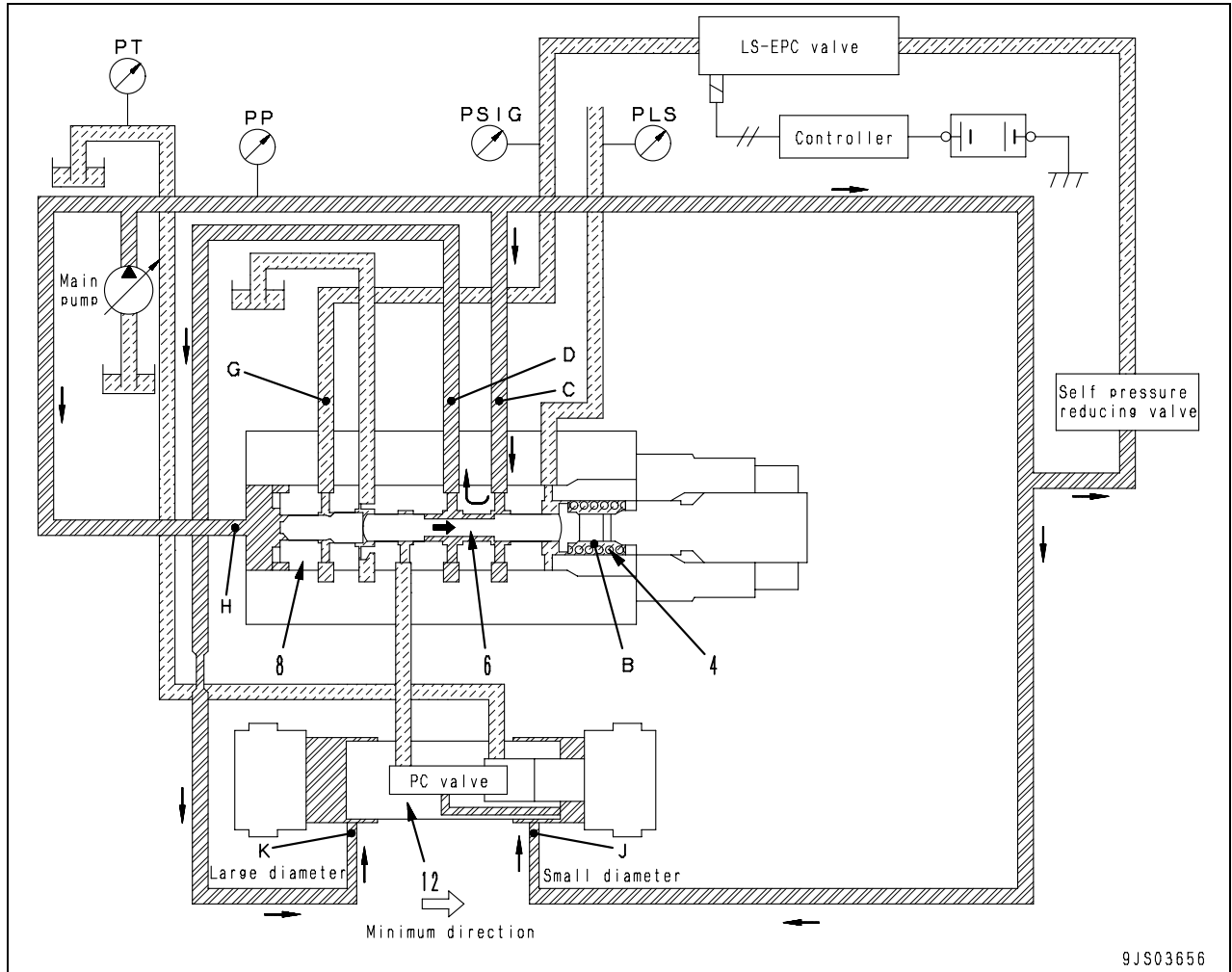
Function

- The LS (load sensing) valve detects the load and controls the discharge amount.
- This valve controls main pump delivery (Q) according to differential pressure ( $\times$ PLS) [= PP — PLS], called the LS differential pressure (the difference between main pump pressure PP and control valve outlet port pressure PLS).
- Main pump pressure (PP), pressure (PLS) (called the LS pressure) coming from the control valve output, and pressure (PSIG) (called the LS selector pressure) from the proportional solenoid valve enter this valve.
- The relationship between the LS differential pressure between the main pump pressure (PP) and LS pressure (PLS) ( $\times$ PLS) [= (PP) — (PLS)] and the pump delivery (Q) changes as shown in the diagram according to LS selector current (ISIG) of the LS-EPC valve.
- If (ISIG) changes from 0 to 1A, setting force the spring changes, too. As the result, the specified median of the pump delivery volume switching point changes as shown in the diagram. It will change in the range of 0.27 to 1.7 MPa {in the range of 2.78 to 17.75 kg/cm<sup>2</sup>}.

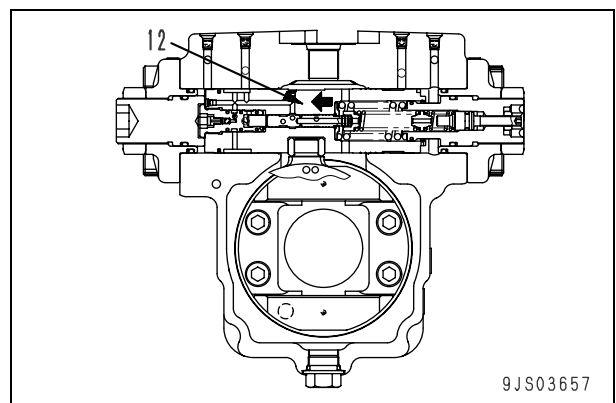


Operation

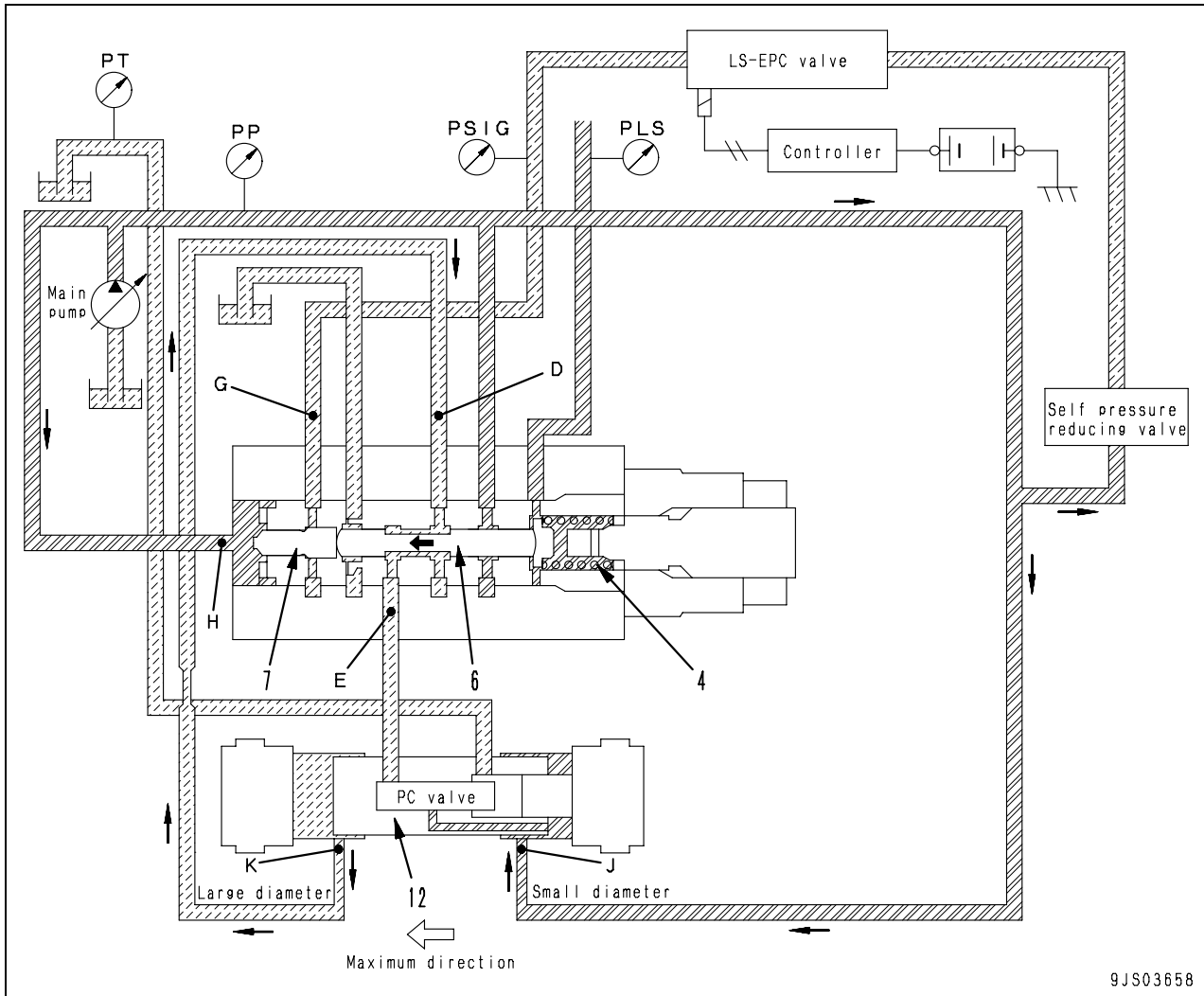
1) When the control valve is situated at neutral



- The LS valve is a 3-way selector valve, with pressure (PLS) (LS pressure) from the outlet port of the control valve brought to spring chamber (B), and main pump discharge pressure (PP) brought to port (H) of sleeve (8).
- Magnitude of the force resulting from this LS pressure (PLS), force of spring (4) and the pump delivery pressure (self pressure) (PP) determine the position of spool (6).
- However, magnitude of the output pressure (PSIG) (called the LS selector pressure) of the EPC valve for the LS valve entering port (G) also changes the position of spool (6). (Setting force of the spring is changed)
- Before the engine is started, servo piston (12) is pushed to the left. (See the figure)
- If the control lever is at the neutral position when the engine is started, LS pressure (PLS) will be set to 0 MPa {0 kg/cm<sup>2</sup>}. (It is interconnected to the drain circuit via the control valve spool)
- Spool (6) is pushed to the right, and port (C) and port (D) will be connected.
- Pump pressure (PP) is conducted to the larger diameter end from the port (K).
- The same pump pressure (PP) is conducted to the smaller diameter end from the port (J).
- According to the difference in the areas on servo piston (12), the pressure moves in such that the swash plate angle may be minimized.



2) Action for the direction of maximizing the pump delivery

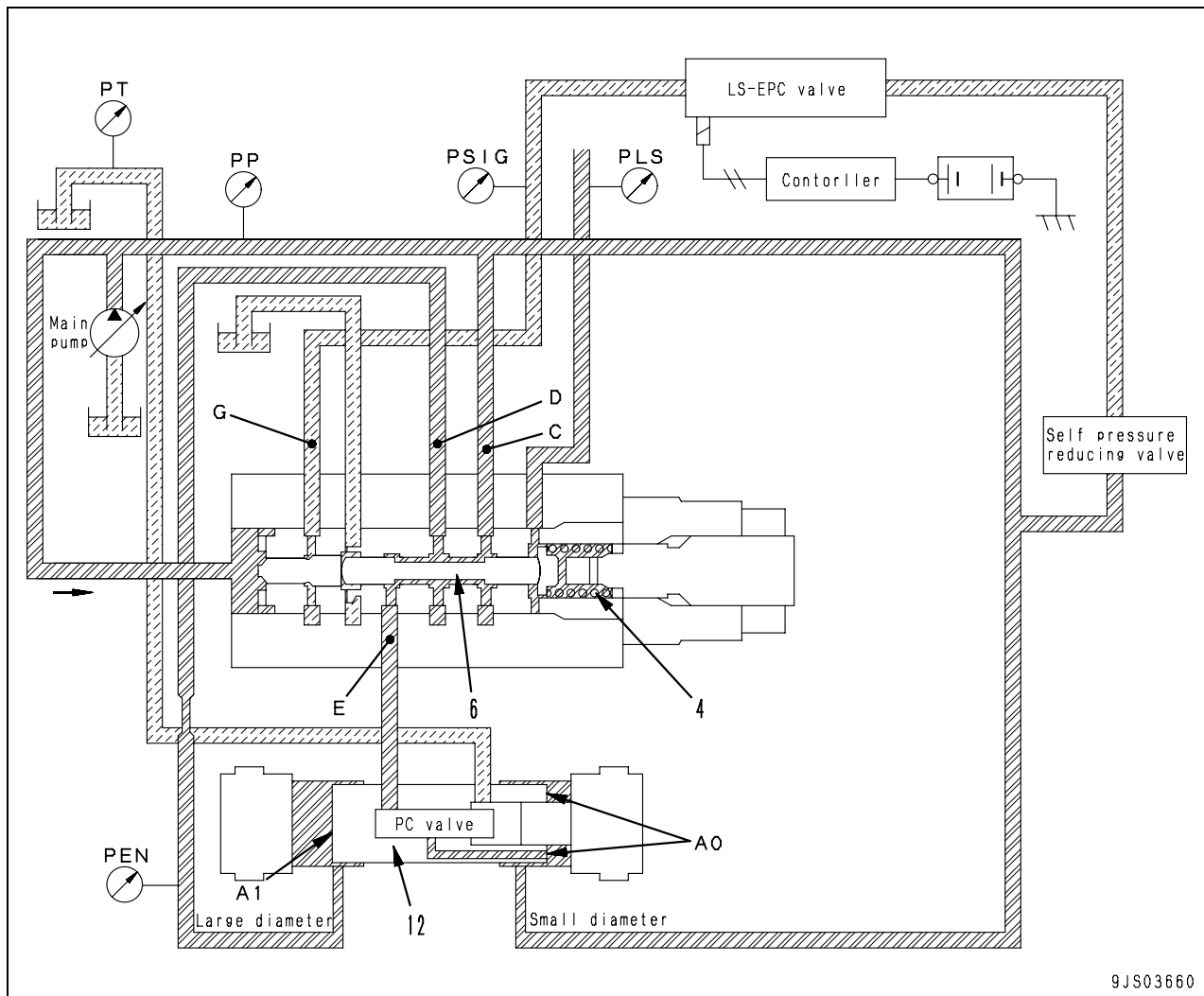


- When the difference between the main pump pressure (PP) and LS pressure (PLS), in other words, LS differential pressure ( $\Delta$  PLS) becomes smaller (for example, when the area of opening of the control valve becomes larger and pump pressure PP drops), spool (6) is pushed to the left by the combined force of LS pressure (PLS) and the force of spring (4).
- When spool (6) moves, port (D) and port (E) are interconnected and connected to the PC valve.
- The PC valve is connected to the drain port, so the pressure across circuits (D) and (K) becomes drain pressure (PT). (The operation of the PC valve is explained later.)
- The pressure at the large diameter end of servo piston (12) becomes drain pressure (PT), and pump pressure (PP) enters port (J) at the small diameter end, so servo piston (12) is pushed to the left side. Therefore, the swash plate is moved in the direction to make the discharge amount larger.
- If the output pressure of the EPC valve for the LS valve enters port (G), rightward force is generated on piston (7).
- If piston (7) is pushed to the right, setting force of spring (4) is weakened, changing the LS differential pressure ( $\Delta$  PLS) [Difference between oil pressures (PLS) and (PP)] when ports (D) and (E) of spool (6) are connected.



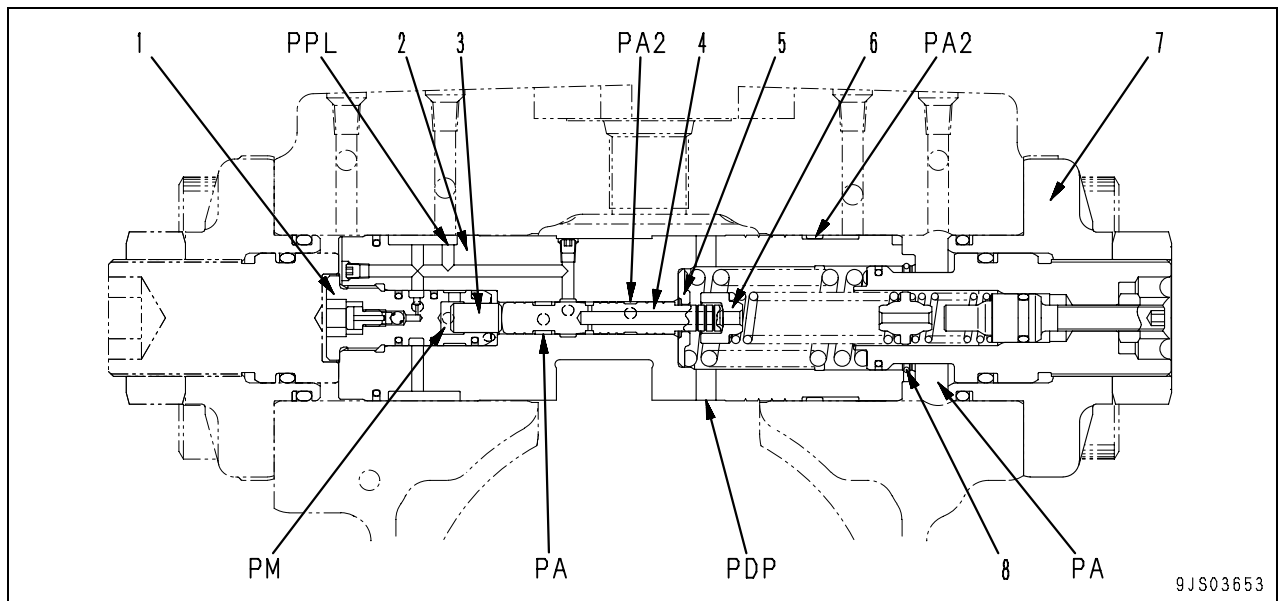


## 4) When servo piston is balanced



- Let us take the area receiving the pressure at the large diameter end of the piston as (A1), the area receiving the pressure at the small diameter end as (A0), and the pressure flowing into the large diameter end of the piston as (PEN).
- If the main pump pressure (PP) of the LS valve and the combined force of spring (4) and LS pressure (PLS) are balanced, and the relationship is  $(A0) \times (PP) = (A1) \times (PEN)$ , servo piston (12) will stop in that position.
- The swash plate of the pump will be held at the intermediate position. [Spool (6) will be stopped at a position where the distance of the opening from port (D) to port (E) and the distance from port (C) to port (D) is almost the same.]
- At this point, the relationship between the pressure receiving areas across servo piston (12) is  $(A0) : (A1) = 3 : 5$ , so the pressure applied across the piston when it is balanced becomes  $(PP) : (PEN) \cong 5 : 3$ .
- Force of spring (4) is adjusted in such that the position of the balanced stop of this spool (6) may be determined when  $(PP) - (PLS) = 1.7 \text{ MPa} \{17.75 \text{ kg/cm}^2\}$  at the median of the specified value.
- If (PSIG) [Output pressure of LS-EPC valve, 0 to 2.9 MPa {0 to 30 kg/cm<sup>2</sup>}] is input to port (G), the position of the balanced stop is changed in the range of  $(PP) - (PLS) = 1.7$  to 0.27 MPa {17.75 to 2.78 kg/cm<sup>2</sup>} in proportion to (PSIG) pressure.

2. PC valve



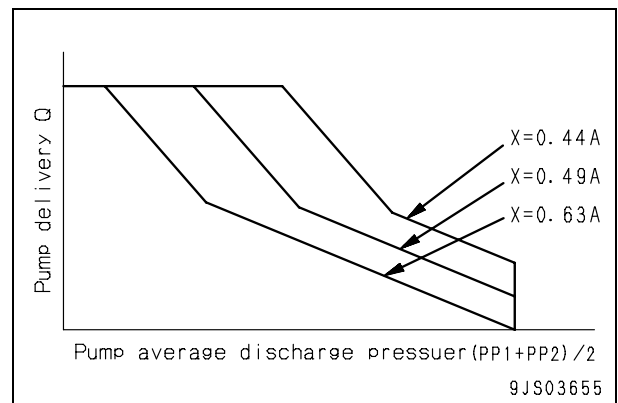
- PA : Pump port
- PA2 : Pump pressure pilot port
- PDP : Drain port
- PM : Mode selector pressure pilot port
- PPL : Control pressure output port (to LS valve)

1. Plug
2. Servo piston assembly
3. Pin
4. Spool
5. Retainer
6. Sheet
7. Cover
8. Wiring

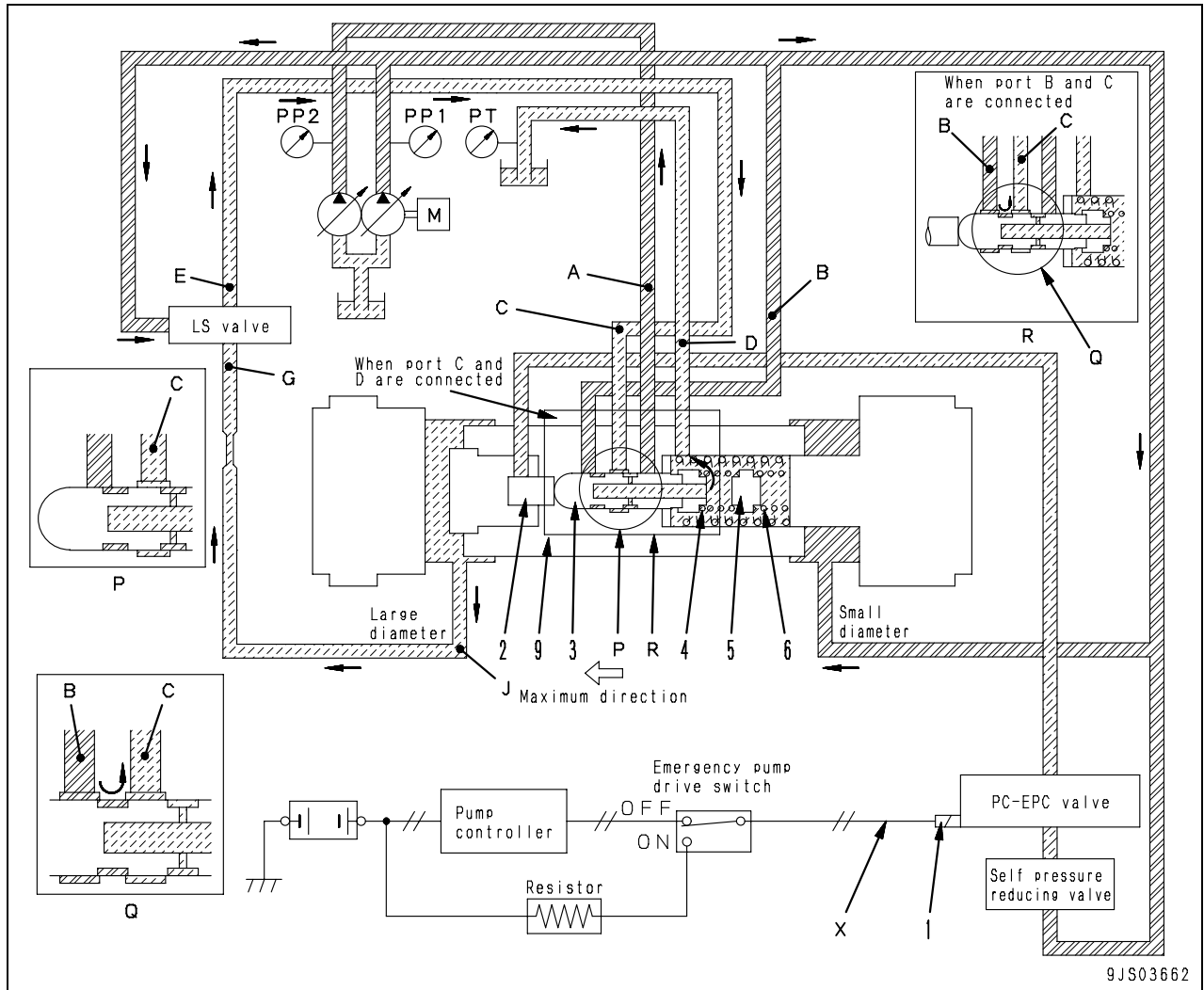
Function

- When the pump discharge pressure (PP1) (self-pressure) and (PP2) (other pump pressure) are high, the PC valve controls the pump so that the volume of oil beyond the discharge pressure-based specific flowrate may not be conducted however you may increase the control valve stroke. Namely it is intended at controlling the horse power for the pumps so that it may not exceed the engine hose power.
- If the pump discharge pressure increases due to increased load during operation, this valve decreases the pump delivery.
- And if the pump delivery pressure goes low, it increases the pump delivery.
- In this case, relation between the mean discharge pressure of the front and rear pumps  $[(PP1) + (PP2)]/2$  and the pump delivery (Q) will become as shown in the diagram if the relation is represented as the parameter the current value (X) to be given to PC-EPC valve solenoid.
- The controller continues counting the actual engine speed.
- If the engine speed is slowed down due to increased load, the controller reduces the pump delivery to recover the speed.

- If the engine speed goes below the specified value because of increased load, the controller sends a command current to PC-EPC valve solenoid in order to reduce the slope angle in proportion to reduction in the engine speed.





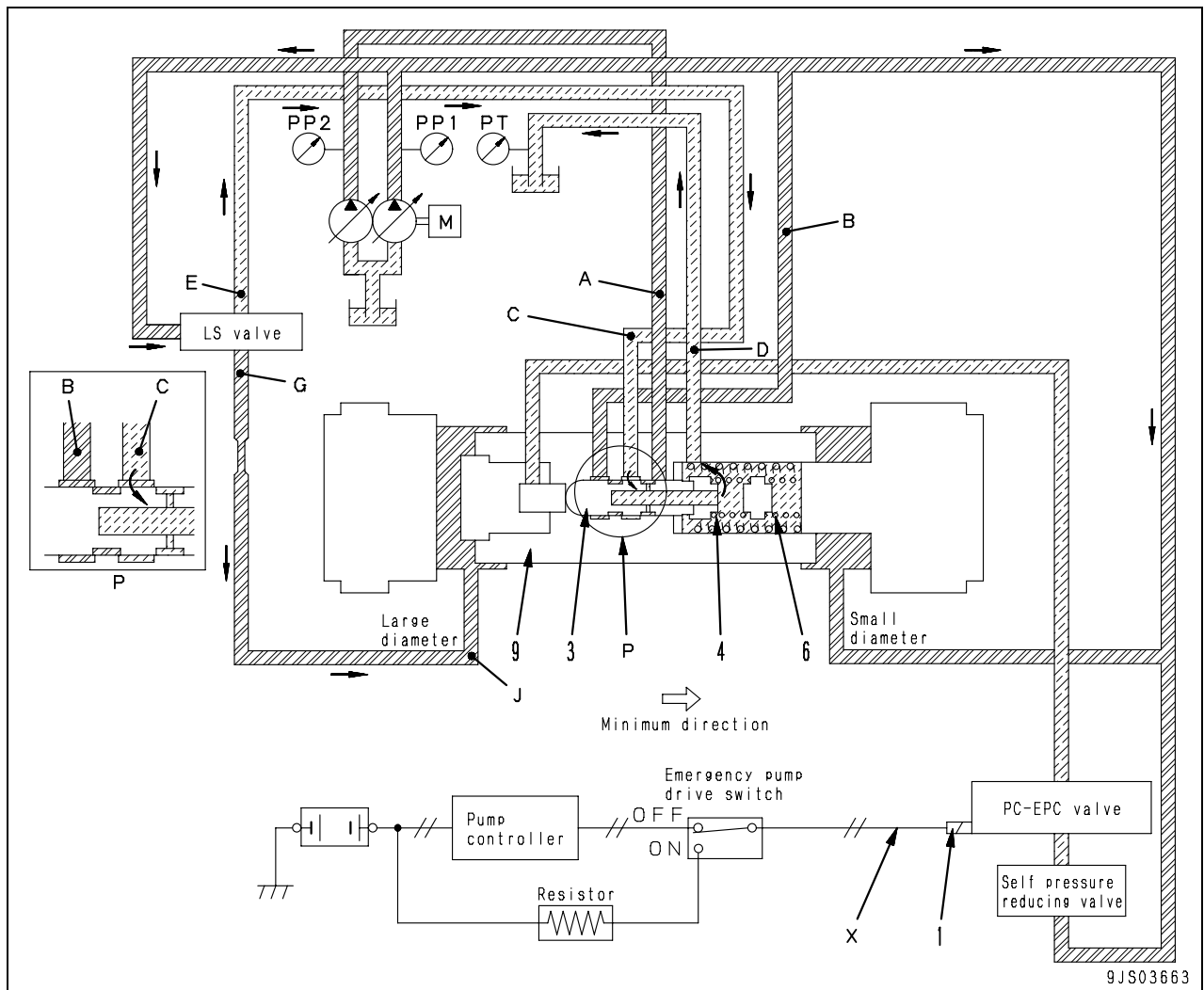


**Action of spring**

- Load of springs (4) and (6) on the PC valve is determined by the swash plate position.
- As servo piston (9) moves to right, spring (6) is retracted.
- If the servo piston moves further, it will be contacted again seat (5) and spring (6) will be fixed.
- After that, spring (4) alone will operate.
- The spring load is changed by servo piston (9) as it extends or compresses springs (4) and (6).  
The spring load changes as the servo piston (9) extends and contracts the springs (4) and (6).
- If the command current (X) to PC-EPC valve solenoid (1) changes, so does the force pushing piston (2).
- Spring load of springs (4) and (6) is also affected by the command current (X) to PC-EPC valve solenoid.
- Port (C) of the PC valve is connected to port (E) of the LS valve.
- Self pressure (PP1) enters port (B) and the small diameter end of servo piston (9), and other pump pressure (PP2) enters port (A).
- When pump pressures (PP1) and (PP2) are small, spool (3) will be positioned in the left side.
- Port (C) and (D) are connected, and the pressure entering the LS valve becomes drain pressure (PT).
- If port (E) and port (G) of the LS valve are connected, the pressure entering the large diameter end of the piston from port (J) becomes drain pressure (PT), and servo piston (9) moves to the left side.
- The pump delivery will be set to the increasing trend.
- Accompanied with move of servo piston (9), springs (4) and (6) will be expanded and the spring force becomes weaker.

- As the spring force is weakened, spool (3) moves to the right, the connecting between port (C) and port (D) is shut off and the pump discharge pressure ports (B) and (C) are connected.
- As a result, the pressure on port (C) rises and the pressure on the large diameter end of the piston also rises. Thus, the leftward move of servo piston (9) is stopped.
- Servo piston (9) stop position (= Pump delivery) is decided by the position where the pushing force generated from the pressures (PP1) and (PP2) applied to spool (3), the pushing force of the solenoid in PC-EPC valve generates and the pushing force of springs (4) and (6) are balanced.

(2) When load on actuator is large and pump discharge pressure is high



### Outline

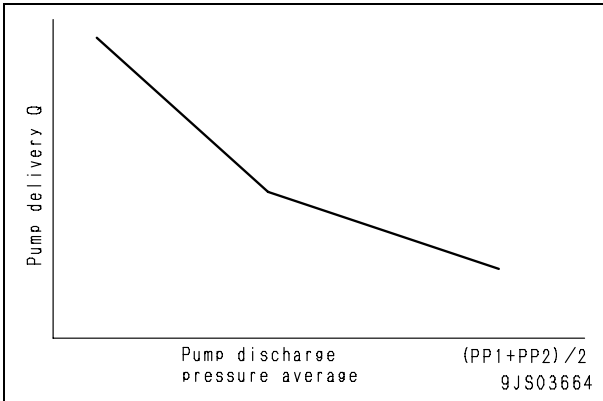
- When the load is large and pump discharge pressures (PP1) and (PP2) are high, the force pushing spool (3) to the right becomes larger and spool (3) will be moved to the position shown in above figure.
- Part of the pressure to be conducted from port (C) to LS valve flows from port (B) to port (C) and (D) via LS valve. At the end this flow, level of this pressure becomes approximately half of the main pump pressure (PP2).

### Operation

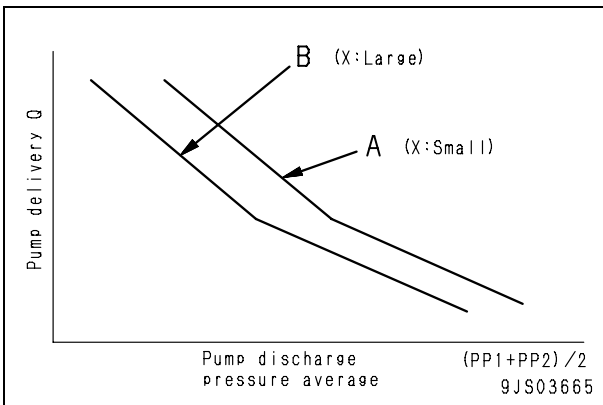
- When port (E) and port (G) of the LS valve are connected, this pressure from port (J) enters the large diameter end of servo piston (9), stopping servo piston (9).
- If main pump pressure (PP2) increases further and spool (3) moves further to the right, main pump pressure (PP1) flows to port (C) and acts to make the pump delivery the minimum.

- When servo piston (9) moves to the right, springs (4) and (6) are compressed and push back spool (3).
- When spool (3) moves to the left, the opening of port (C) and port (D) becomes larger.
- As a result, the pressure on port (C) (= J) is decreased and the rightward move servo piston (9) is stopped.
- The position in which servo piston (9) stops at this time is further to the right than the position when pump pressures (PP1) and (PP2) are low.
- The relationship between the average pump pressure  $(PP1 + PP2)/2$  and servo piston (9) in terms of their positions can be represented by the broken line in the figure springs (4) and (6) form the double springs.

- The relationship between the average pump pressure  $(PP1 + PP2)/2$  and average pump delivery (Q) becomes as shown below.



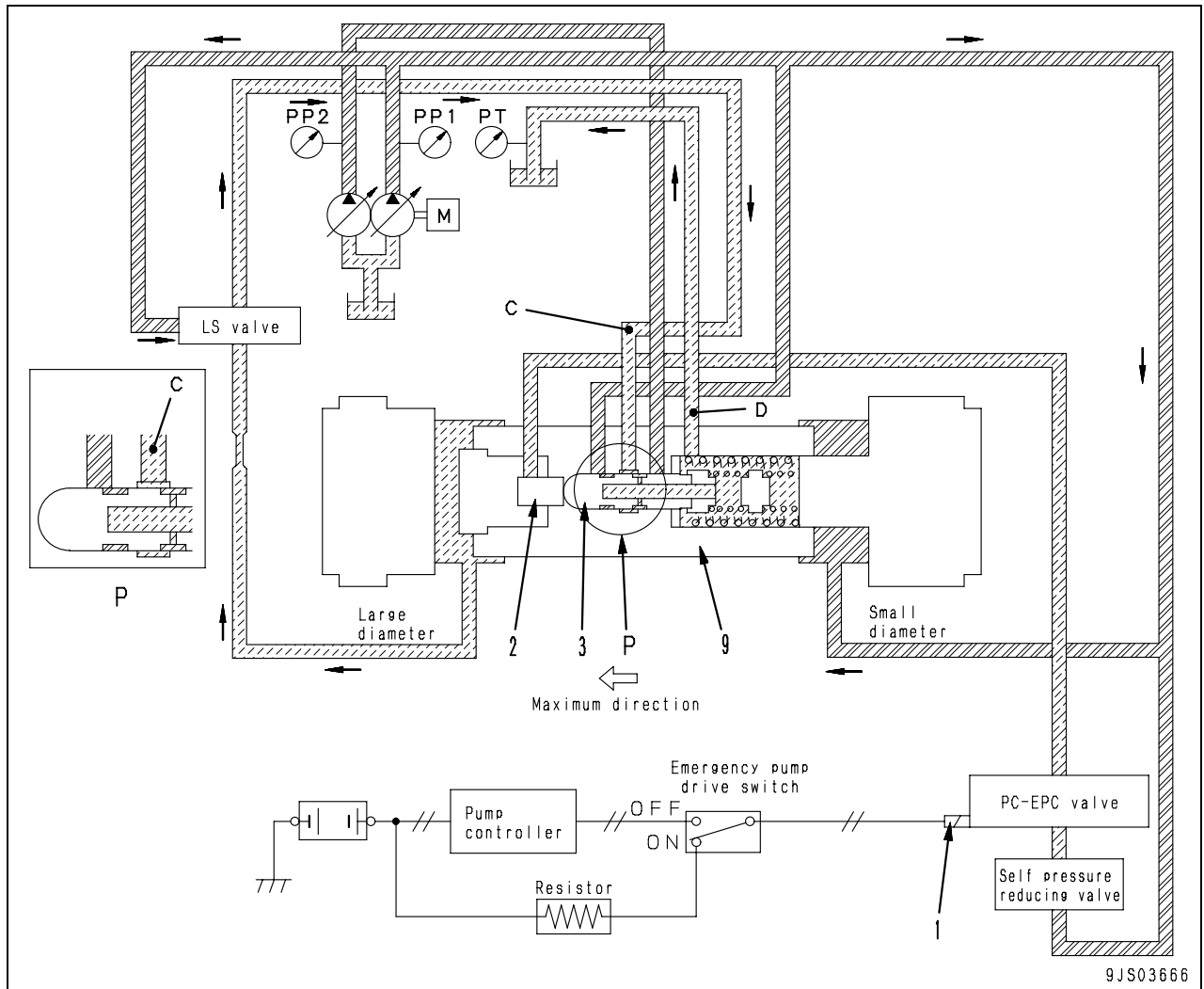
- If command voltage (X) sent to PC-EPC valve solenoid (1) increases further, the relationship between average pump pressure  $(PP1 + PP2)/2$ , and pump delivery (Q) is proportional to the force of the PC-EPC valve solenoid and moves in parallel.
- Namely, the force of PC-EPC valve solenoid (1) is added to the pushing force to the right because of the pump pressure applied to the spool (3), so the relationship between the average pump pressure  $(PP1 + PP2)/2$  and the pump delivery (Q) moves from (A) to (B) as the command current (X) is increased.





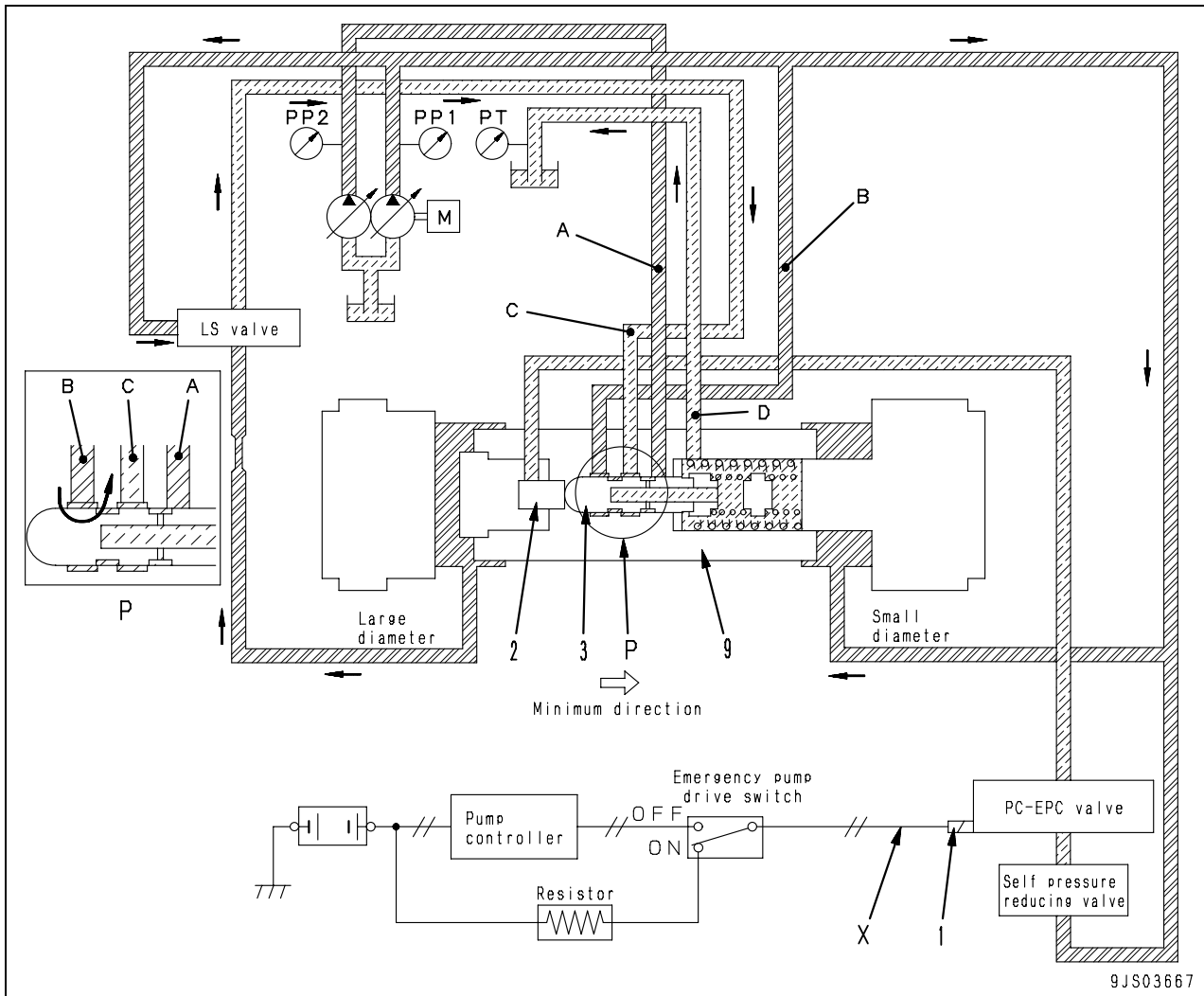
## 2) As the emergency pump drive switch is turned on due to failure on the pump controller

(1) When the main pump is under light load



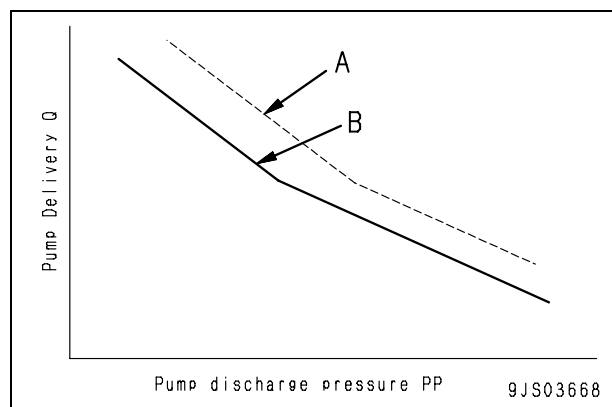
- If there is a failure in the pump controller, the emergency pump drive switch is turned on to hand the control to the resistor side.
- In this case, the power is directly supplied from the battery. The current, however, is too large as is, so the resistor is set in between to control the current flowing to PC-EPC valve solenoid (1).
- The current becomes constant, so the force pushing piston (2) is also constant.
- If the main pump pressures (PP1) and (PP2) are low, the combined force of the pump pressure and the PC-EPC valve solenoid (1) is weaker than the spring set force, so spool (3) is balanced at a position to the left.
- The port (C) is connected to the drain pressure of the port (D), and the large diameter end of the servo piston (9) also becomes the drain pressure (PT) through the LS valve.
- Since the pressure on the small diameter end of the piston large, servo piston (9) moves in the direction to make the discharge amount larger.

(2) When the main pump is under heavy load

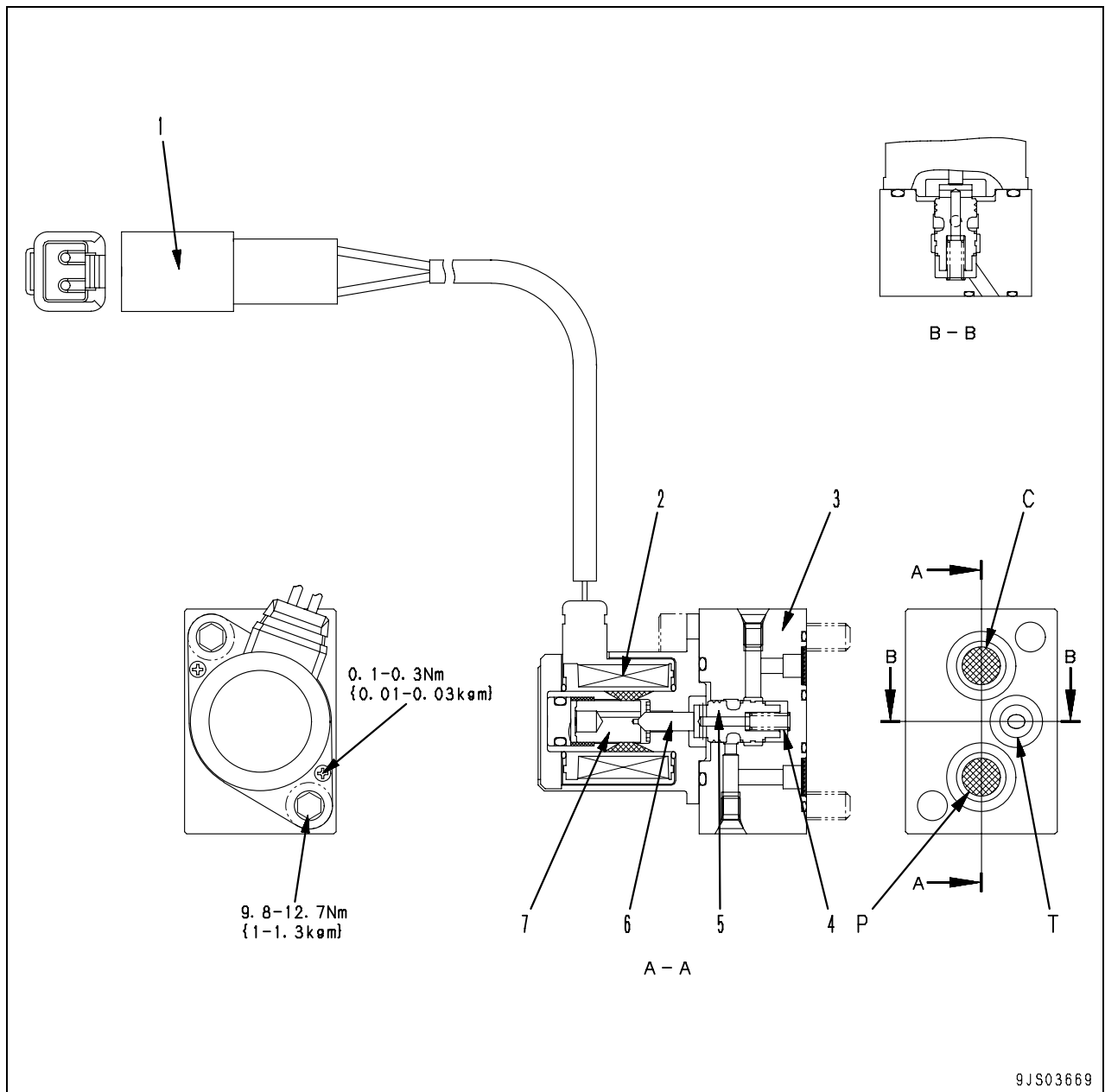


- If the emergency pump drive switch is turned on in the same way as in above, the command current (X) sent to PC-EPC valve solenoid (1) becomes constant.
- For this reason, the force of piston (2) pushing spool (3) is constant.
- If main pump pressures (PP1) and (PP2) increase, spool (3) moves further to the right than when the main pump load is light, and is balanced at the position in the figure above.
- In this case, the pressure from port (B) flows to port (C), so servo piston (9) moves to the right (smaller pump delivery) and stops at a position to the further to the right than when the load on the pump is light.
- When the emergency pump drive switch is turned on, too, the pump pressure (PP) and pump delivery (Q) have a relationship as shown with the curve in the figure corresponding to the current sent to the PC-EPC valve solenoid through the resistor.

- The curve resulting when the emergency pump drive switch is ON is situated further to the left (B) than when the pump controller is normal (A).



3. LS (PC)-EPC valve

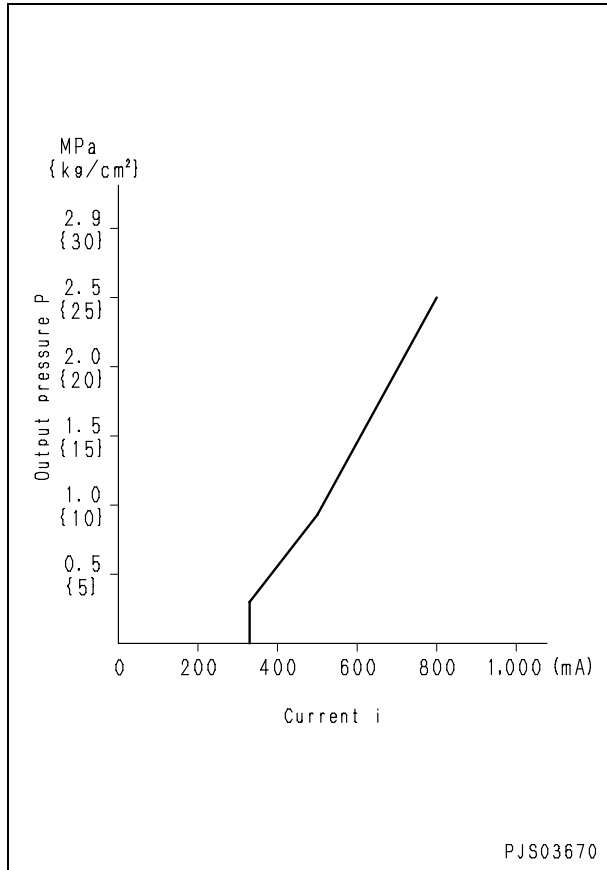


C : To LS (PC) valve  
 P : From self pressure reducing valve  
 T : To tank

1. Connector
2. Coil
3. Body
4. Spring
5. Spool
6. Rod
7. Plunger

**Function**

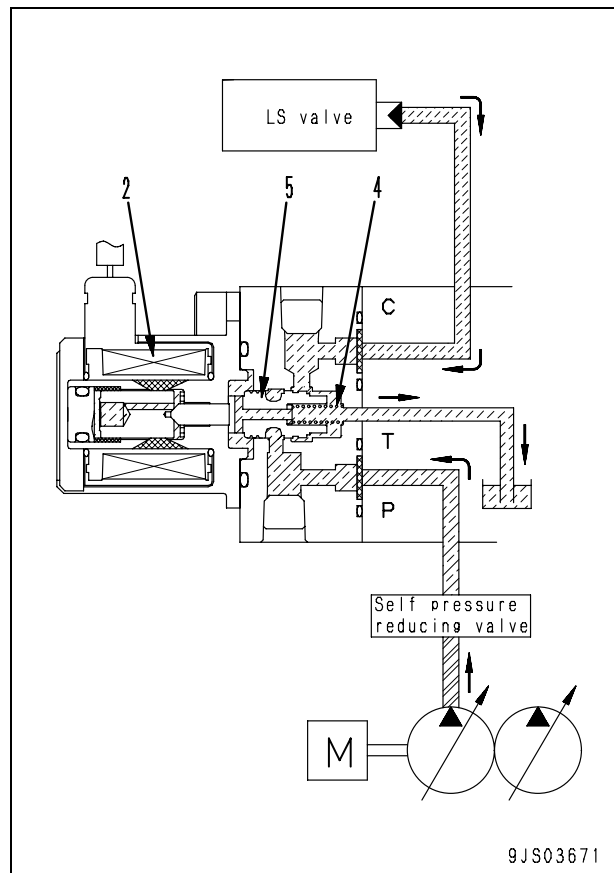
- The EPC valve consists of the proportional solenoid portion and the hydraulic valve portion.
- When it receives signal current (i) from the controller, it generates the EPC output pressure in proportion to the size of the signal, and outputs it to the LS (PC) valve.



**Operation**

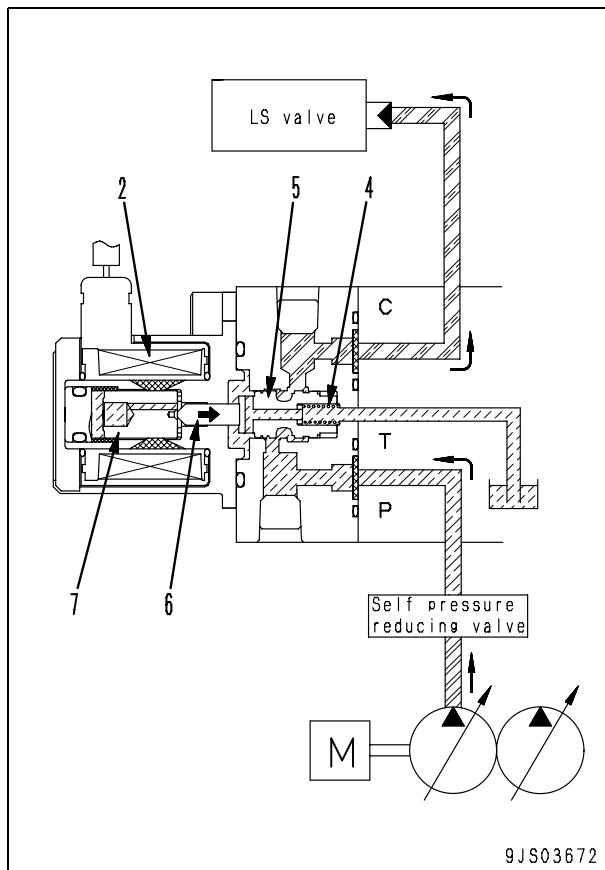
**1) When signal current is 0 (coil is de-energized)**

- When there is no signal current flowing from the controller to coil (2), coil (2) is de-energized.
- Spool (5) is pushed to the left by spring (4).
- Port (P) closes and the pressurized oil from the self pressure reducing valve does not flow to the LS (PC) valve.
- The pressurized oil from the LS (PC) valve is drained to the tank via port (C) and port (T).



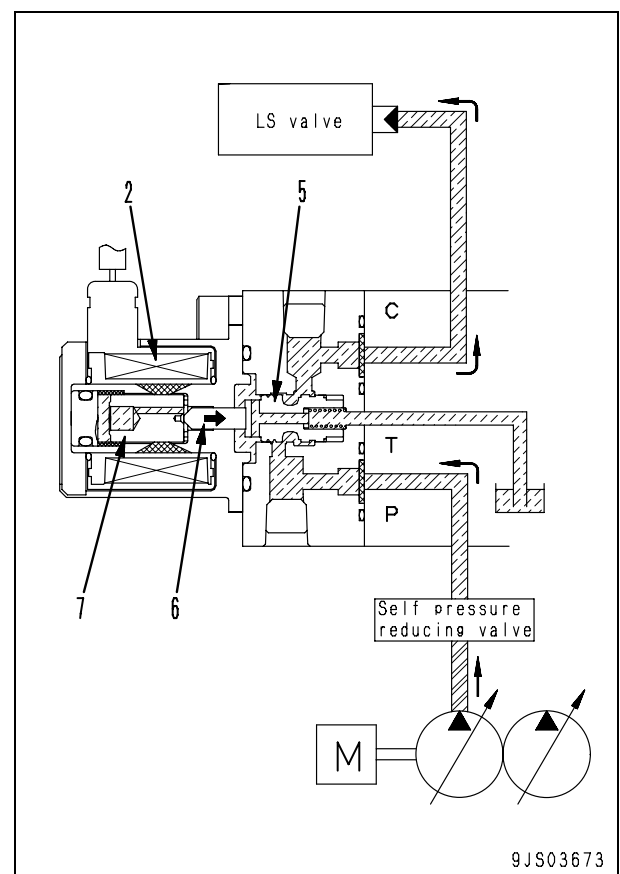
## 2) When signal current is very small (coil is energized)

- When a very small signal current flows to coil (2), coil (2) is energized, and a propulsion force is generated on the right side of plunger (7).
- Rod (6) pushes spool (5) to the right, and pressurized oil flows from port (P) to port (C).
- Pressures on port (C) increases and the force to act on spool (5) surface and the spring load on spring (4) become larger than the propulsion force of plunger (7).
- Spool (5) is pushed to the left, and port (P) is shut off from port (C).
- Port (C) and port (T) are connected.
- Spool (5) moves up and down so that the propulsion force of plunger (7) may be balance with pressure of port (C) + spring load of spring (4).
- The circuit pressure between the EPC valve and the LS (PC) valve is controlled in proportion to the size of the signal current.



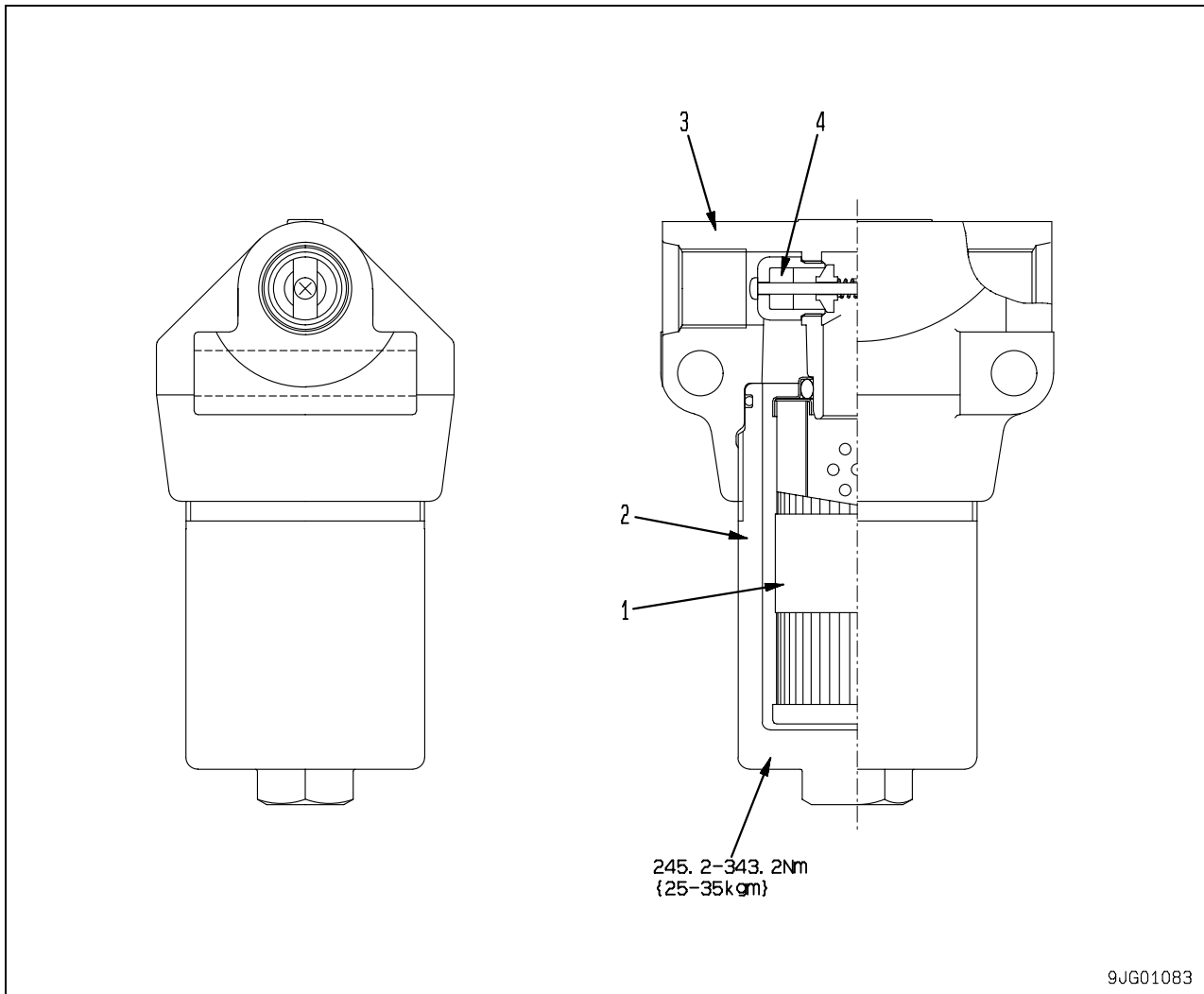
## 3) When signal current is maximum (coil is energized)

- As the signal current flows to coil (2), coil (2) is energized.
- When this happens, the signal current is at its maximum, so the propulsion force of plunger (7) is also at its maximum.
- Spool (5) is pushed toward right side by rod (6).
- The maximum volume of pressurized oil is conducted from port (P) to port (C), increasing the circuit pressure across EPC valve and LS (PC) valve to the maximum level.
- Since port (T) is closed, pressurized oil does not flow to the tank.



## Pilot oil filter

For breaker



- 1. Filter
- 2. Case
- 3. Head cover
- 4. Relief valve

### Specifications

Rated pressure : 6.57 MPa {67 kg/cm<sup>2</sup>}  
 Flow rate : 16 l/min.  
 Relief valve cracking pressure : 0.15 MPa {1.5 kg/cm<sup>2</sup>}  
 Filter mesh size : 6  $\times$  m  
 Filtering area : 450 cm<sup>2</sup>



PC290LC, 290NLC-8 Hydraulic excavator

Form No. UEN00008-01

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# HYDRAULIC EXCAVATOR

## PC290LC-8 PC290NLC-8

Machine model	Serial number
PC290LC-8	K50001 and up
PC290NLC-8	K50001 and up

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## 10 Structure, function and maintenance standard

### Hydraulic system, Part 2

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Hydraulic system, Part 2 .....	2
Control valve .....	2
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Functions and operation by valve .....	18

## Hydraulic system, Part 2

### Control valve

#### Outline

- This control valve consists of a 6-spool valve (one body composition) and a set of service valve. A merge-divider valve, a back pressure valve and a boom hydraulic drift prevention valve are installed to it.
- Since all the valves are assembled together with connecting bolts and their passes are connected to each other inside the assembly, the assembly is compact and easy to maintain.
- With one spool provided for one work equipment, this control valve is simple in construction.

A1: To bucket cylinder head

A2: To L.H. travel motor

A3: To boom cylinder bottom

A4: To swing motor

A5: To R.H. travel motor

A6: To arm cylinder head

A-1: To attachment 1

A-2: To attachment 2

A-3: To attachment 3

ATT: From attachment

B1: To bucket cylinder bottom

B2: To L.H. travel motor

B3: To boom cylinder head

B4: To swing motor

B5: To R.H. travel motor

B6: To arm cylinder bottom

B-1: To attachment 1

B-2: To attachment 2

B-3: To attachment 3

BP1: From LS select solenoid valve

BP5: From attachment selector solenoid valve

C: To tank

IS1: From controller

IS2: From controller

P1: From bucket PPC and EPC valves

P2: From bucket PPC and EPC valves

P3: From L.H. Travel PPC valve

P4: From L.H. Travel PPC valve

P5: From boom PPC and EPC valves

P6: From boom PPC and EPC valves

P7: From swing PPC and EPC valves

P8: From swing PPC and EPC valves

P9: From R.H. Travel PPC valve

P10: From R.H. Travel PPC valve

P11: From arm PPC and EPC valves

P12: From arm PPC and EPC valves

P-1: From service 1 and PPC valves

P-2: From service 1 and PPC valves

P-3: From service 2 and PPC valves

P-4: From service 2 and PPC valves

P-5: From service 3 and PPC valves

P-6: From service 3 and PPC valves

PLS1: To rear pump control

PLS2: To front pump control

PLSC: LS pressure detection port

PP1: From front pump

PP2: From rear pump

PP2S: Pressure sensor mounting port

PPC: Pilot basic pressure detection port

PPS1: Pressure sensor mounting port

PPS2: To front pump control

PR: To solenoid valve, PPC valve, and EPC valve

PST: From travel junction valve solenoid valve

PX1: From 2-stage relief solenoid valve

PX2: From 2-stage relief solenoid valve

T: To tank

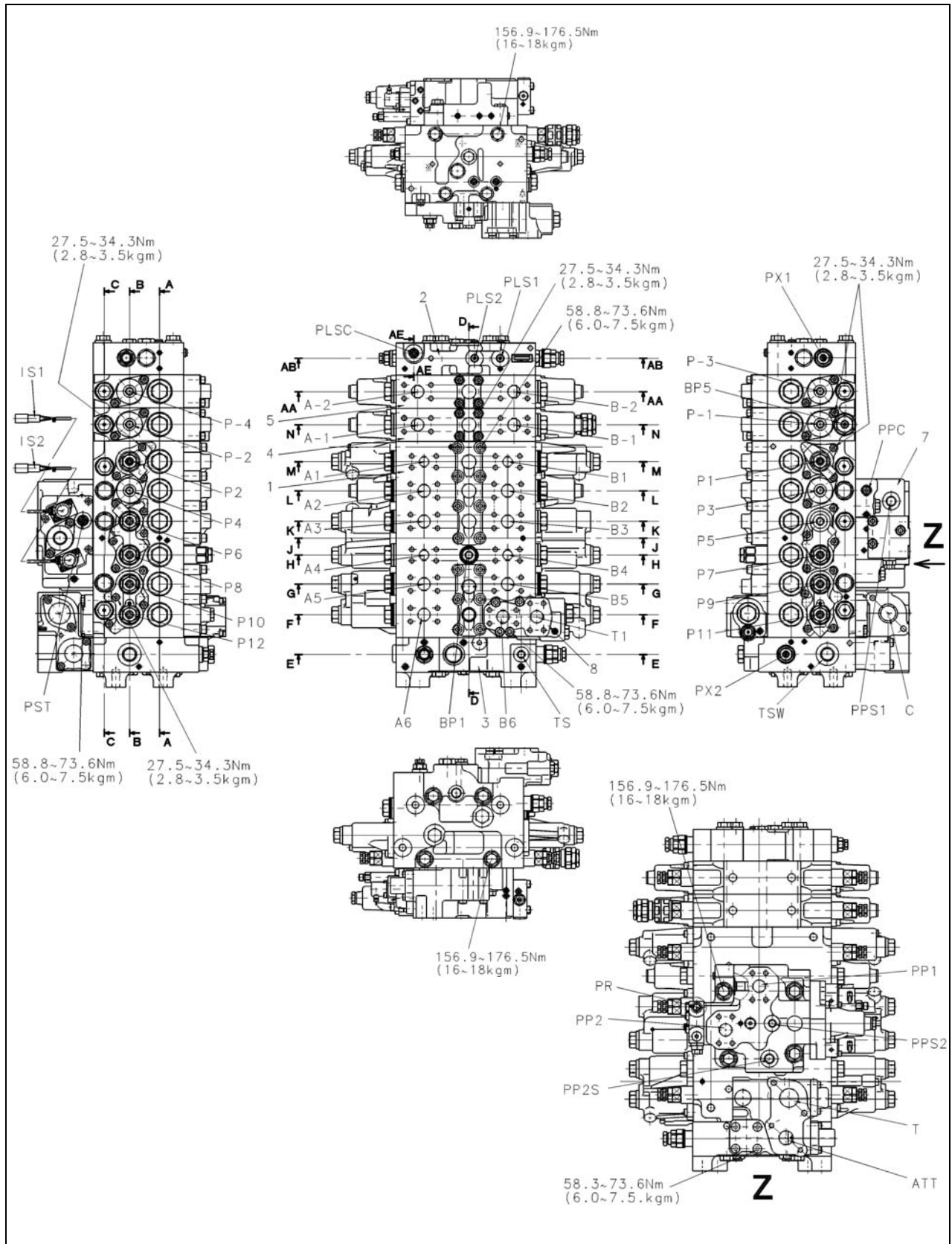
T1: To tank

TS: To tank

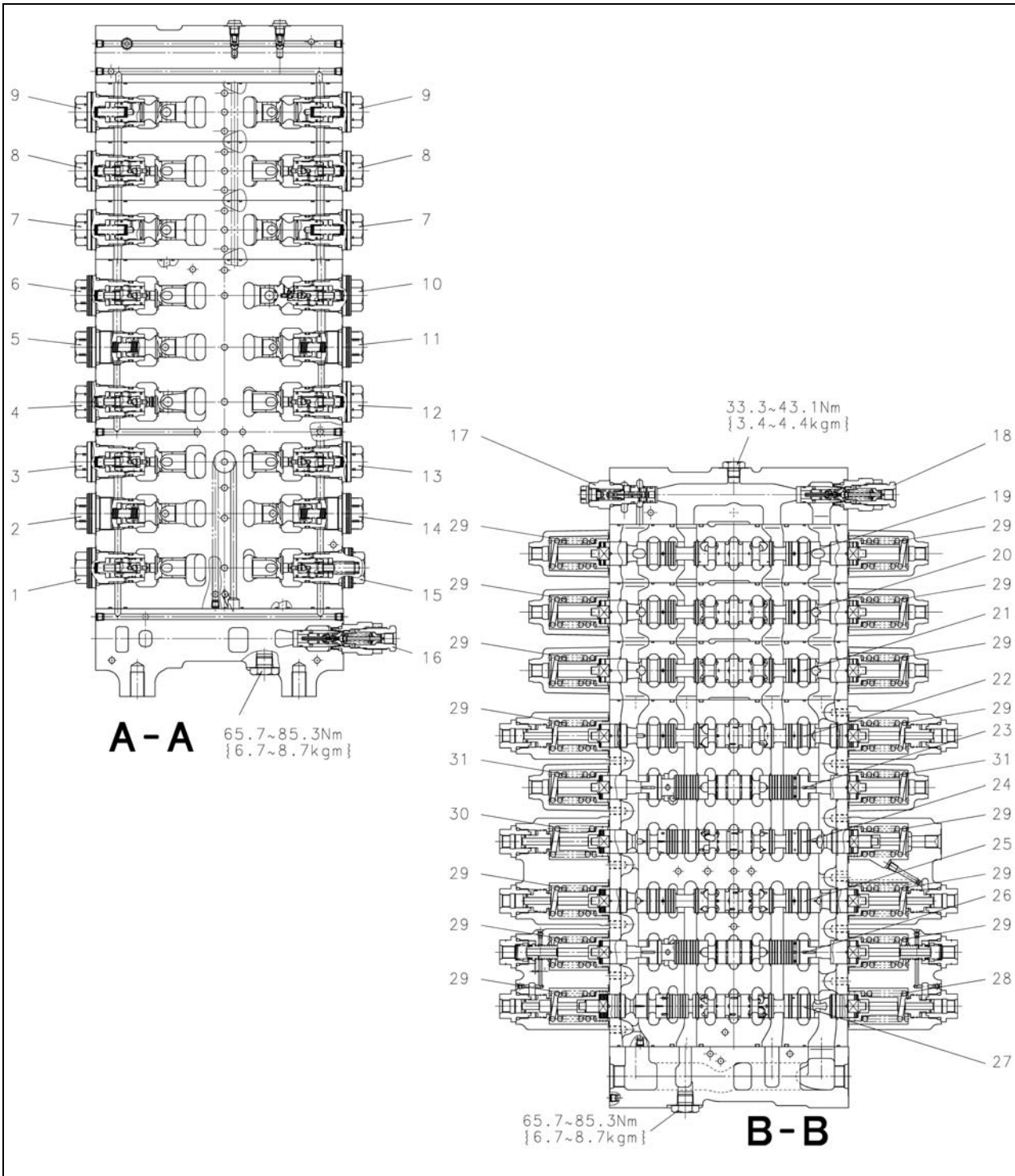
TSW: To swing motor S-port (suction side)

1. 6 spool valve
2. Cover A
3. Cover B
4. Service valve 1
5. Service valve 2
6. Service valve 3
7. Merge-divider valve
8. Arm quick return valve

PC290-8



Sectional view  
(1/5)

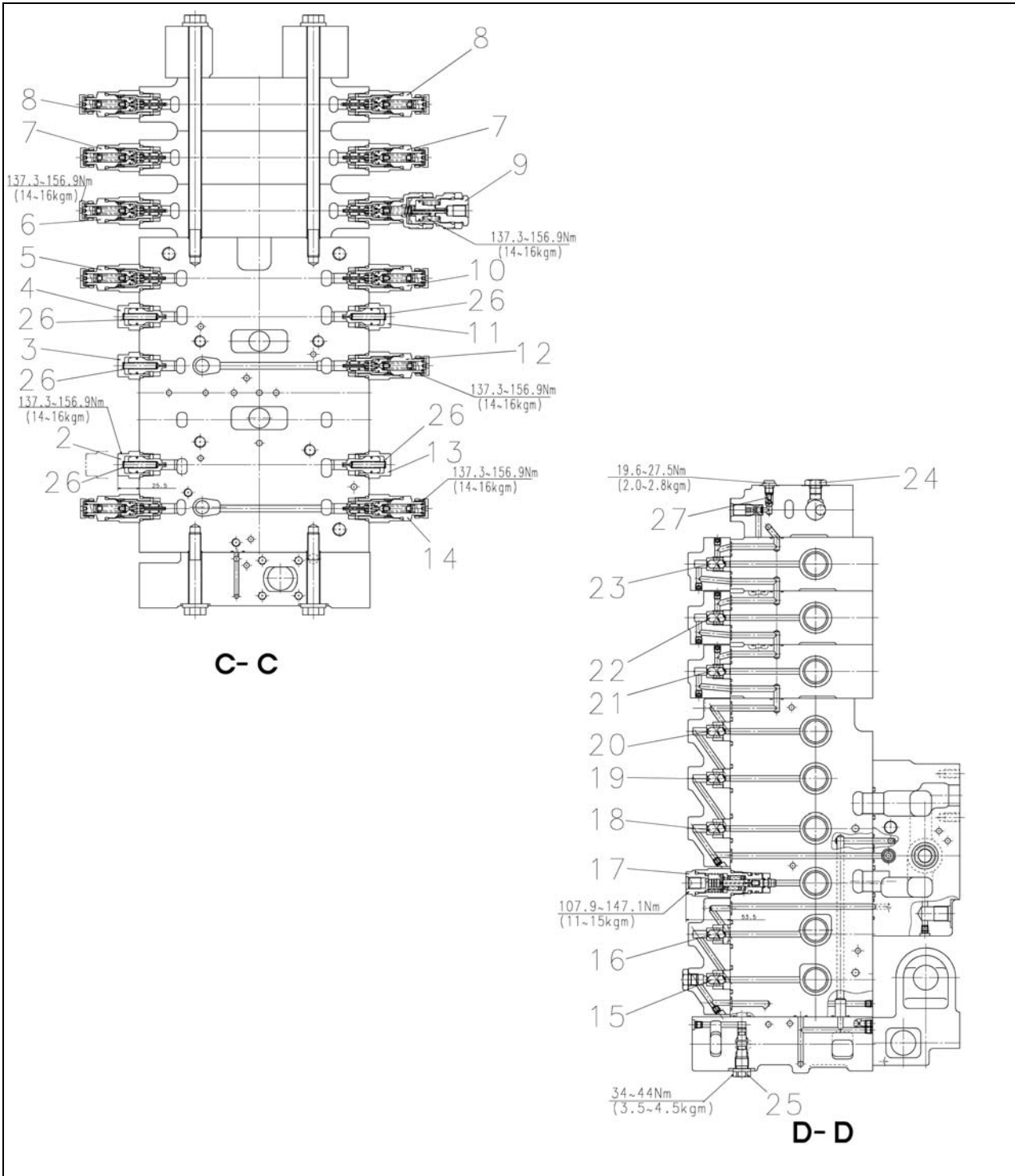


1. Pressure compensation valve (Arm out)
2. Pressure compensation valve (R.H. travel reverse)
3. Pressure compensation valve (Right swing)
4. Pressure compensation valve (Boom raise)
5. Pressure compensation valve (L.H. travel reverse)
6. Pressure compensation valve (Bucket dump)
7. Pressure compensation valve (Service 1)
8. Pressure compensation valve (Service 2)
9. Pressure compensation valve (Service 3)
10. Pressure compensation valve (Bucket curl)
11. Pressure compensation valve (L.H. travel forward)
12. Pressure compensation valve (Boom lower)
13. Pressure compensation valve (Left swing)
14. Pressure compensation valve (R.H. travel forward)
15. Pressure compensation valve (Arm in)
16. Main relief valve
17. Unload valve
18. Main relief valve
19. Spool (Service 3)
20. Spool (Service 2)
21. Spool (Service 1)
22. Spool (Bucket)
23. Spool (L.H. travel)
24. Spool (Boom)
25. Spool (Swing)
26. Spool (R.H. travel)
27. Spool (Arm)

Unit: mm

No.	Check item	Criteria					Remedy
		Standard size			Repair limit		
		Free length x Outside diameter	Installed length	Installation load	Free length	Installation load	
28	Spool return spring	55.2 x 34.4	51.2	407 N {41.5 kg}	—	326 N {33.2 kg}	If damaged or deformed, replace spring.
29	Spool return spring	54.5 x 34.8	51.2	393 N {40.1 kg}	—	315 N {32.1 kg}	
30	Spool return spring	54.4 x 34.8	51.2	375 N {38.2 kg}	—	300 N {30.6 kg}	
31	Spool return spring	54.6 x 34.8	51.2	421 N {42.9 kg}	—	336 N {34.3 kg}	

(2/5)

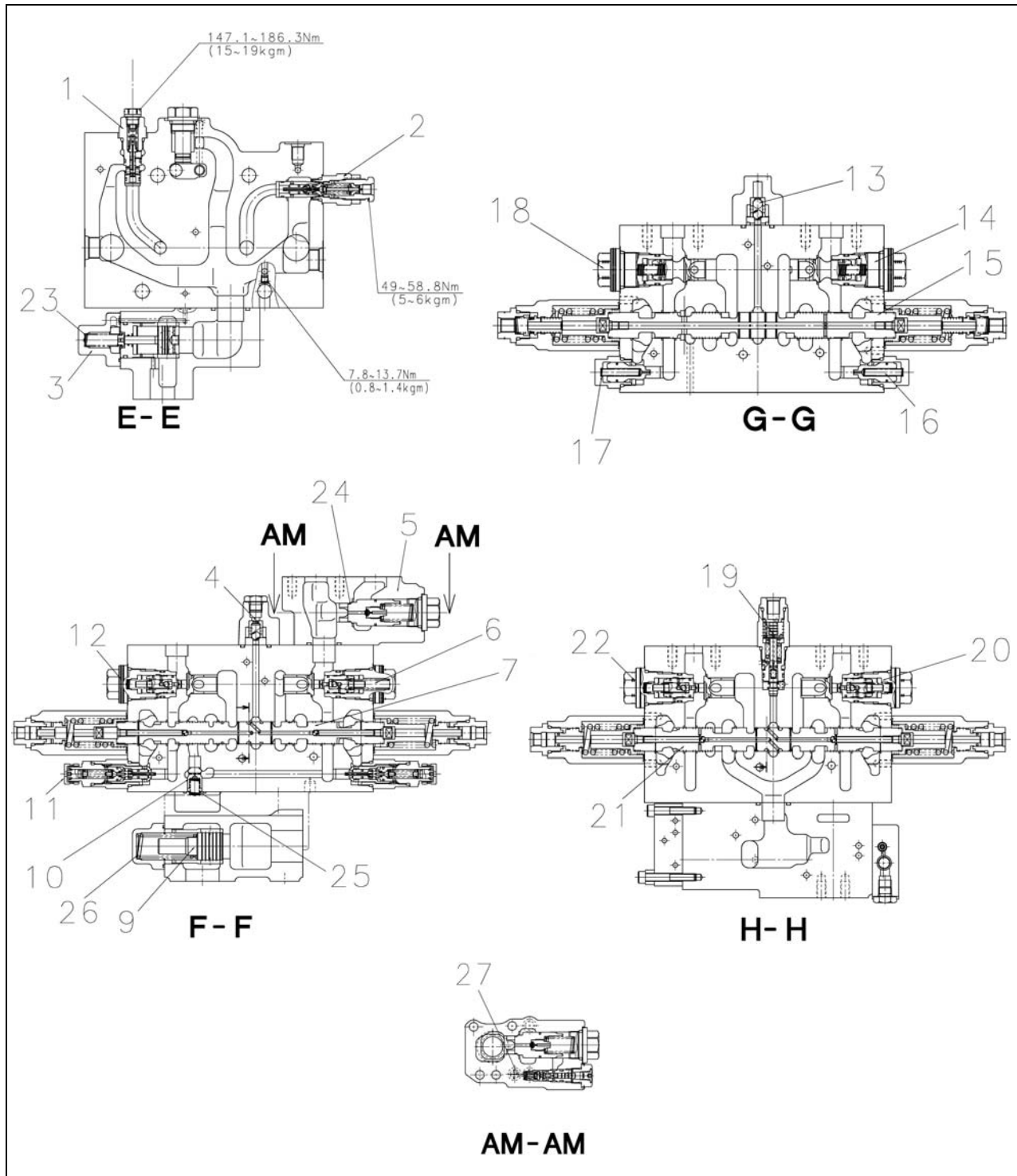


1. Suction valve (Arm out)
2. Suction valve (R.H. travel reverse)
3. Suction valve (Boom raise)
4. Suction valve (L.H. travel reverse)
5. Safety-suction valve (Bucket dump)
6. Safety-suction valve (Service 1)
7. Safety-suction valve (Service 2)
8. Safety-suction valve (Service 3)
9. 2-stage safety-suction valve (Service)
10. Safety-suction valve (Bucket curl)
11. Suction valve (L.H. travel forward)
12. Safety-suction valve (Boom lower)
13. Suction valve (R.H. travel forward)
14. Safety-suction valve (Arm in)
15. LS shuttle valve (Arm)
16. LS shuttle valve (R.H. travel)
17. LS select valve
18. LS shuttle valve (Boom)
19. LS shuttle valve (L.H. travel)
20. LS shuttle valve (Bucket)
21. LS shuttle valve (Service 1)
22. LS shuttle valve (Service 2)
23. LS shuttle valve (Service 3)
24. LS check valve
25. Pressure relief plug

Unit: mm

No.	Check item	Criteria					Remedy
		Standard size			Repair limit		
26	Suction valve spring	Free length x Outside diameter	Installed length	Installation load	Free length	Installation load	If damaged or deformed, replace spring.
		46.8 x 7.5	40.6	5.5 N {0.56 kg}	—	4.4 N {0.45 kg}	
27	Check valve spring	11.5 x 4.6	8.5	1.5 N {0.15 kg}	—	1.2 N {0.12 kg}	

(3/5)





1. Unload valve
2. Main relief valve
3. Lift check valve

**Arm valve**

4. LS shuttle valve
5. Quick return valve
6. Pressure compensation valve (IN)
7. Spool
8. Safety-suction valve (IN)
9. Back pressure valve
10. Regeneration circuit check valve
11. Suction valve (OUT)
12. Pressure compensation valve (OUT)

**R.H. travel valve**

13. LS shuttle valve
14. Pressure compensation valve (Forward)
15. Spool
16. Suction valve (Forward)
17. Suction valve (Reverse)
18. Pressure compensation valve (Reverse)

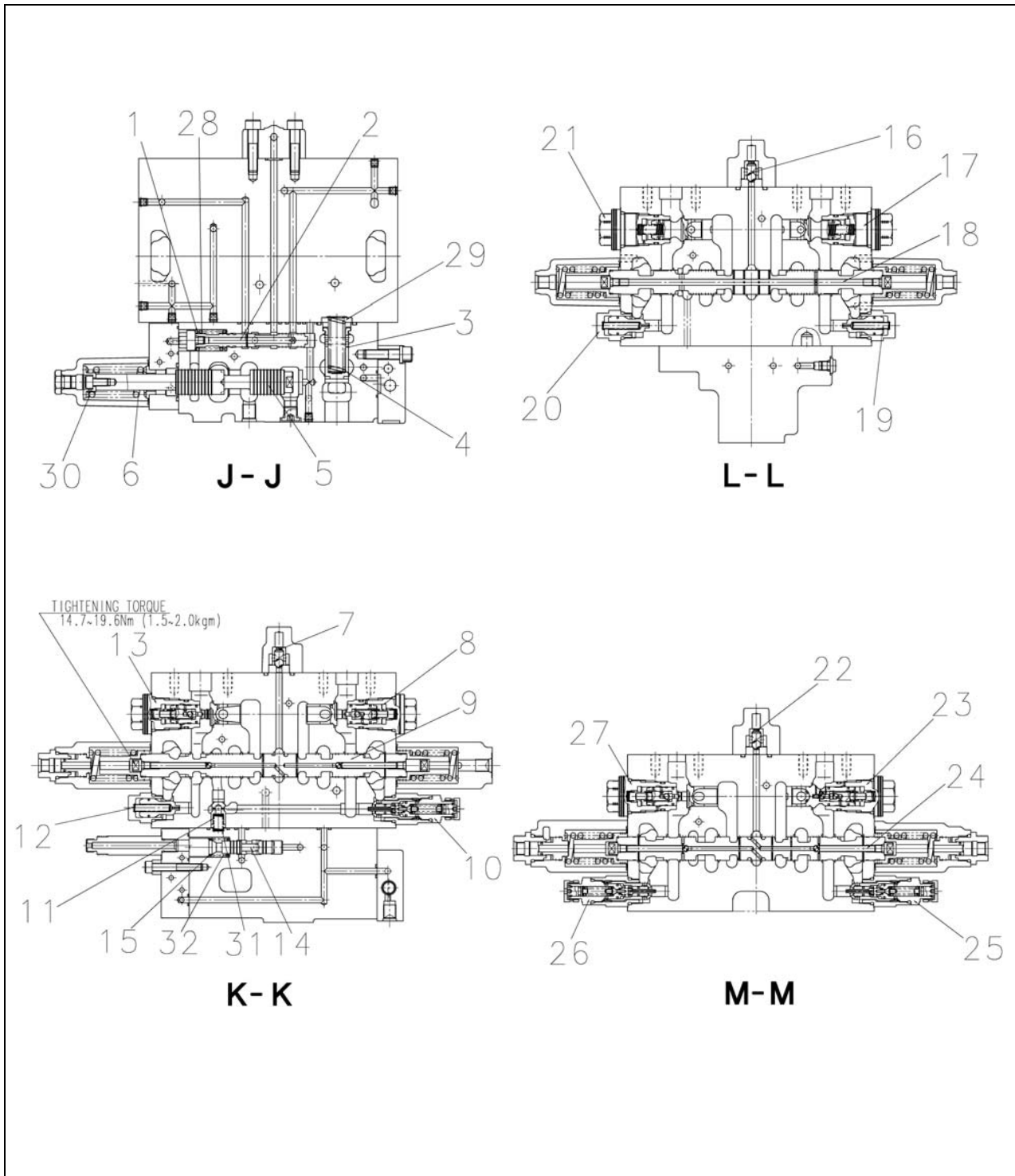
**Swing valve**

19. LS select valve
20. Pressure compensation valve (L.H.)
21. Spool
22. Pressure compensation valve (R.H.)

Unit: mm

No.	Check item	Criteria					Remedy
		Standard size			Repair limit		
23	Check valve spring	Free length x Outside diameter	Installed length	Installation load	Free length	Installation load	If damaged or deformed, replace spring.
		59.3 x 14.4	43	14.7 N {1.5 kg}	—	11.8 N {1.2 kg}	
24	Piston return spring	60.2 x 20	36	170 N {17.3 kg}	—	135 N {13.8 kg}	
25	Check valve spring	31.5 x 10.3	19.5	5.9 N {0.6 kg}	—	4.71 N {0.48 kg}	
26	Piston return spring	88.2 x 28.4	65	157 N {16 kg}	—	126 N {12.8 kg}	
27	Piston return spring	18.0 x 9.3	13.4	36.1 N {3.68 kg}	—	28.8 N {2.94 kg}	

(4/5)



1. Return spring
2. Merge-divider valve (for LS)
3. Valve (Sequence valve)
4. Spring (Sequence valve)
5. Merge-divider valve (Main)
6. Return spring
14. Merge-divider valve (travel junction valve)
15. Return spring
16. LS shuttle valve
17. Pressure compensation valve (Forward)
18. Spool
19. Suction valve (Forward)
20. Suction valve (Reverse)
21. Pressure compensation valve (Reverse)

**Boom valve**

7. LS shuttle valve
8. Pressure compensation valve (Lower)
9. Spool
10. Safety-suction valve (Lower)
11. Regeneration circuit check valve
12. Suction valve (Raise)
13. Pressure compensation valve (Raise)

**Bucket valve**

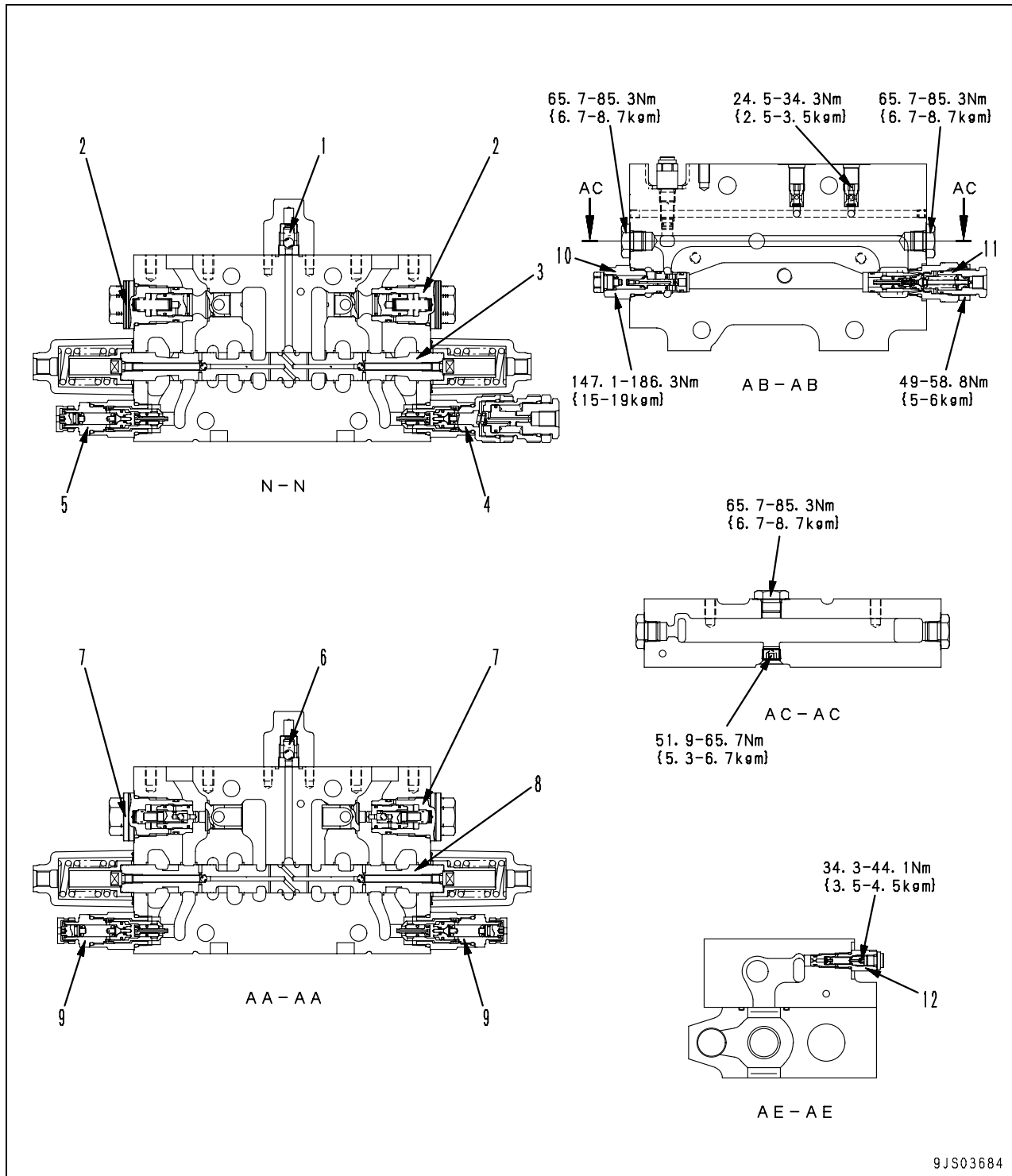
22. LS shuttle valve
23. Pressure compensation valve (Curl)
24. Spool
25. Safety-suction valve (Curl)
26. Safety-suction valve (Dump)
27. Pressure compensation valve (Dump)

**L.H. travel valve**

Unit: mm

No.	Check item	Criteria					Remedy
		Standard size			Repair limit		
		Free length x Outside diame- ter	Installed length	Installation load	Free length	Installation load	
28	Spool return spring	36.4 x 21.8	33.0	121 N {12.3 kg}	—	96.5 N {9.84 kg}	If damaged or deformed, replace spring.
29	Check valve spring	70.9 x 18.0	56.0	250 N {25.5 kg}	—	200 N {20.4 kg}	
30	Spool return spring	64.5 x 32.3	63.0	178 N {18.1 kg}	—	142 N {14.5 kg}	
31	Piston return spring	31.5 x 10.3	19.5	5.9 N {0.6 kg}	—	4.71 N {0.48 kg}	
32	Piston return spring	30.7 x 20.5	23	50.0 N {5.1 kg}	—	40.0 N {4.08 kg}	

(5/5)



9JS03684

**Service valve 1**

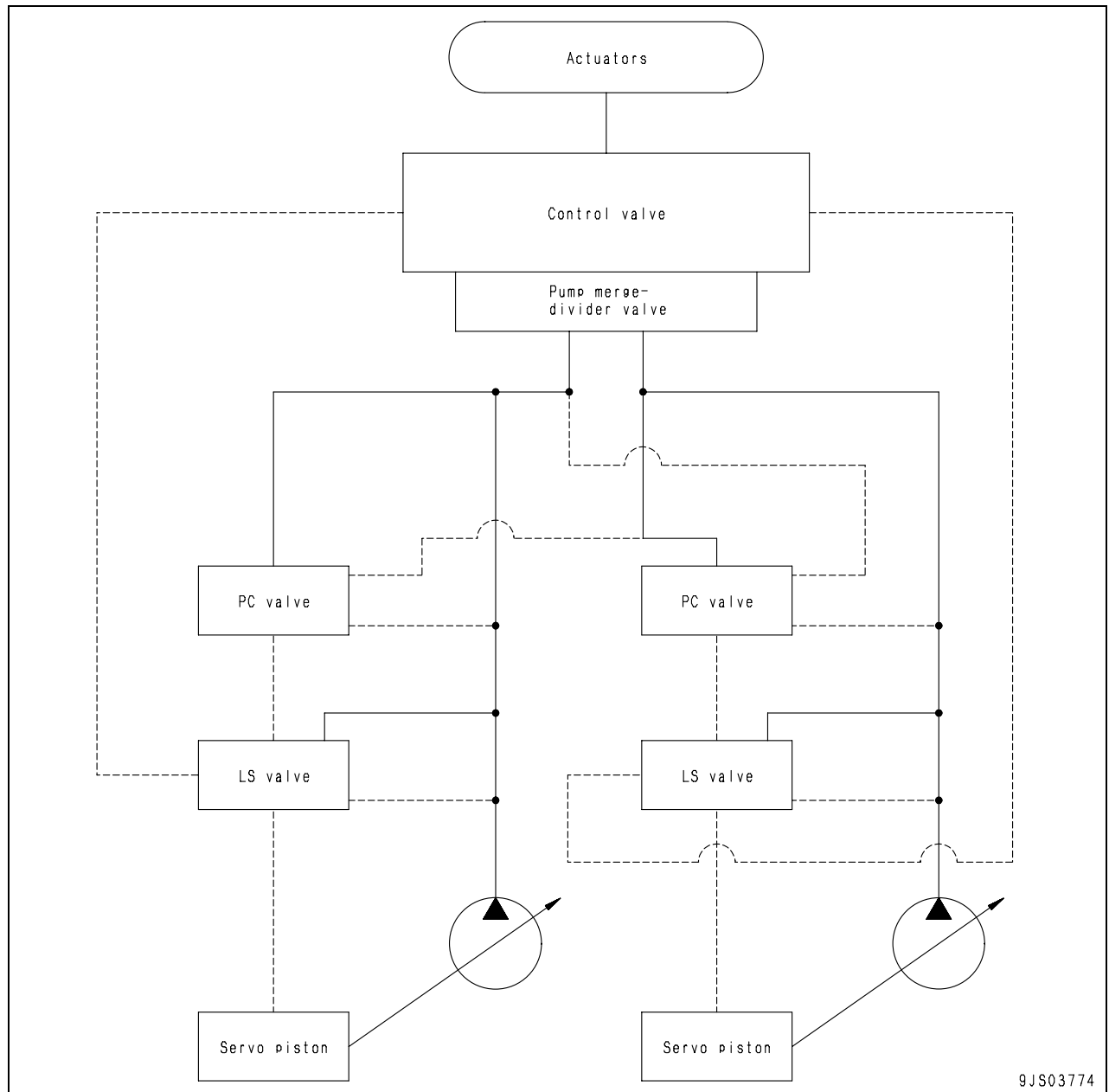
- 1. LS shuttle valve
- 2. Pressure compensation valve
- 3. Spool
- 4. 2-stage safety-suction valve
- 5. Safety-suction valve

**Service valves 2 and 3**

- 6. LS shuttle valve
- 7. Pressure compensation valve
- 8. Spool
- 9. Safety-suction valve
- 10. Unload valve
- 11. Main relief valve
- 12. LS bypass plug

## CLSS

### Outline of CLSS



#### Features

CLSS stands for Closed center Load Sensing System, which has the following characteristics:

- Fine control not influenced by load
- Controllability enabling digging even with fine control
- Ease of compound operation ensured by flow divider function using area of opening of spool during compound operations
- Energy saving using variable pump control

#### Configuration

- CLSS is configured with variable capacity piston pumps, control valves, and respective actuators.
- The hydraulic pump is configured with pump body, PC valve and LS valve.

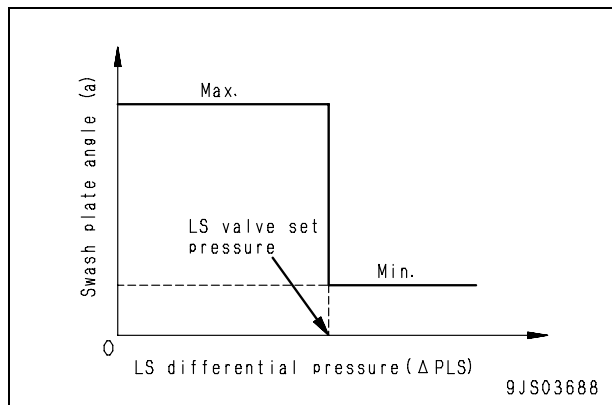
**Basic principle**

**1. Pump swash plate angle control**

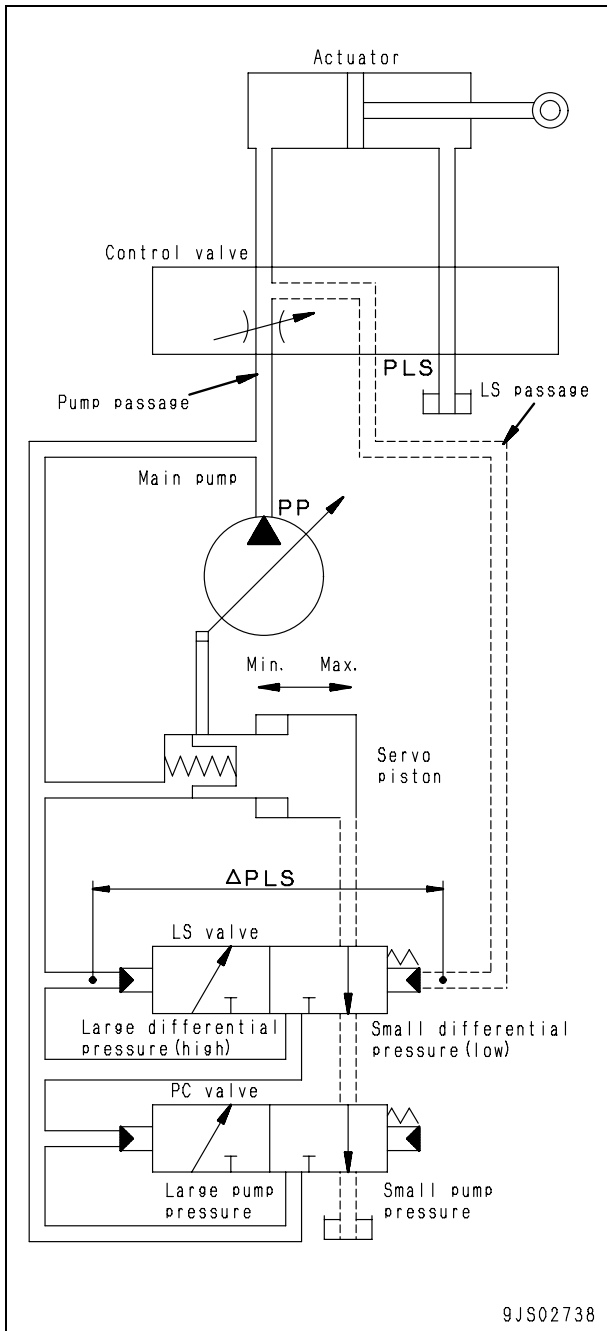
- The pump swash plate angle (pump delivery) is controlled so that LS differential pressure ( $\Delta PLS$ ) (the difference between pump pressure PP and control valve outlet port LS pressure PLS) (load pressure of actuator) is constant.
- [LS differential pressure ( $\Delta PLS$ ) = Pump discharge pressure (PP) — LS pressure (PLS)]

- The pump swash plate angle shifts toward the maximum position if LS differential pressure ( $\Delta PLS$ ) is lower than the set pressure of the LS valve (when the actuator load pressure is high).
- If it becomes higher than the set pressure (when the actuator load pressure is low), the pump swash plate angle shifts toward the minimum position.

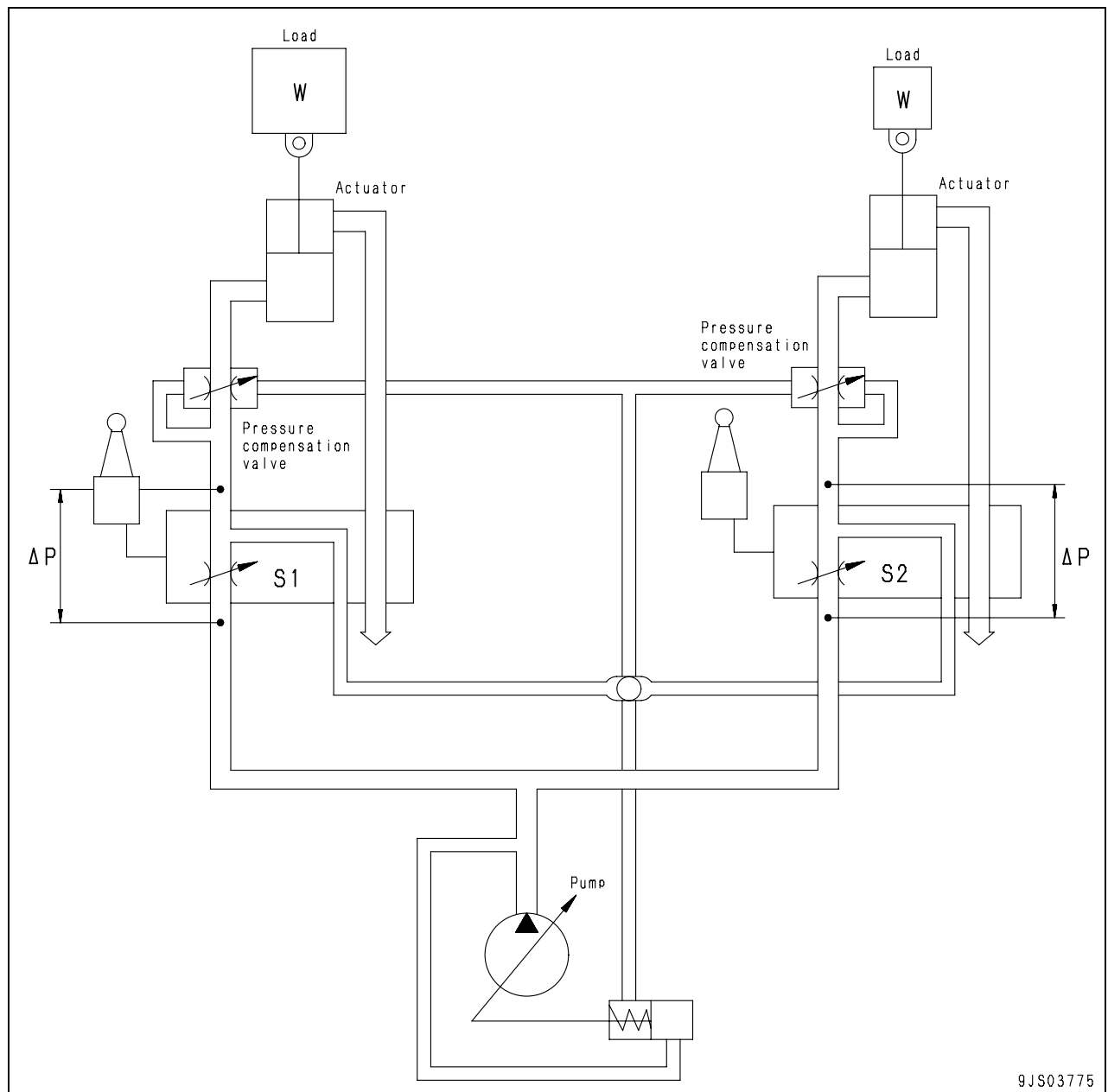
**LS differential pressure ( $\Delta PLS$ ) and pump swash plate angle**



★ For details of functions, see the “Hydraulic pump” paragraph.

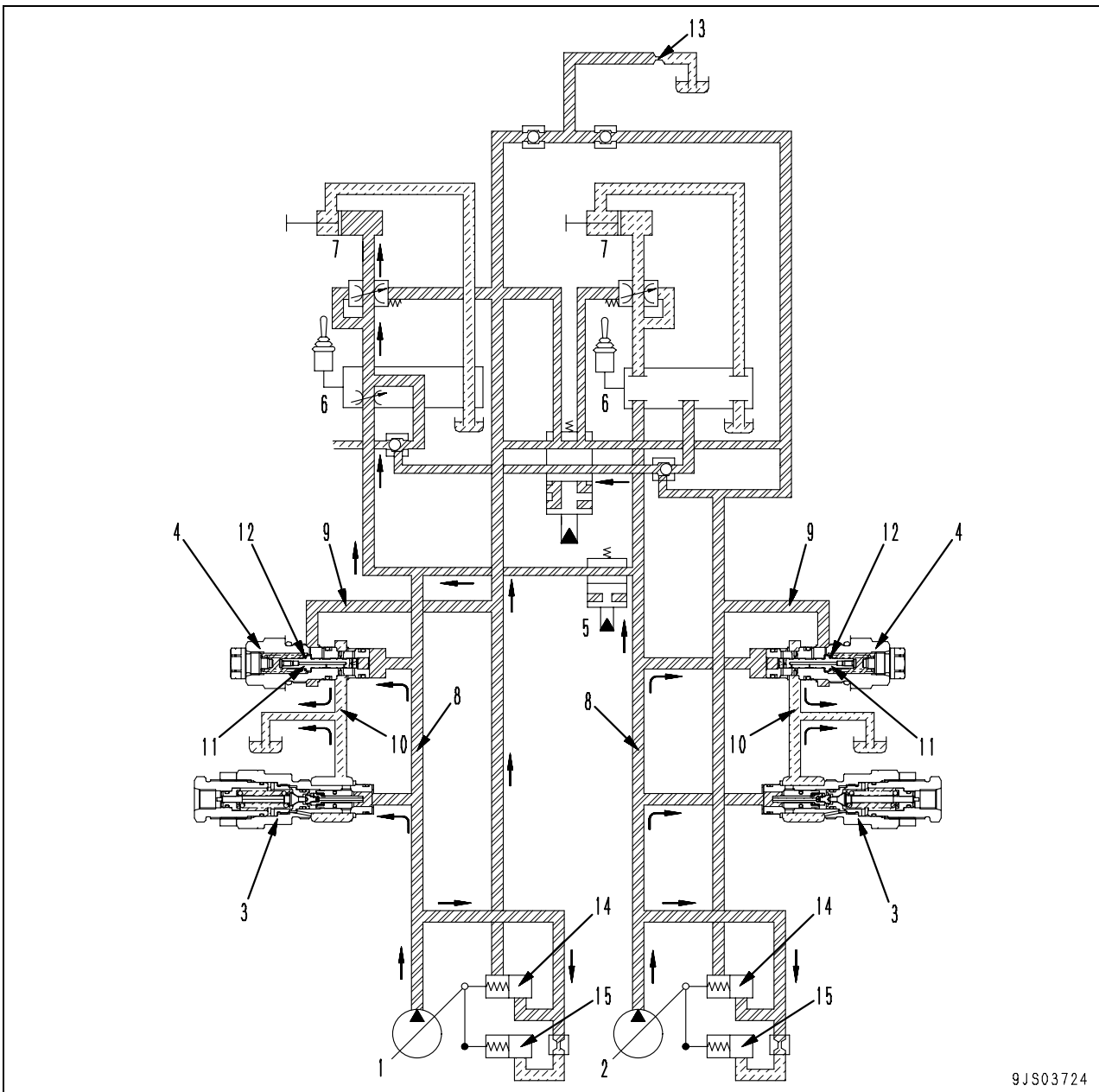


## 2. Pressure compensation control



- A pressure compensation valve is installed to the outlet port side of the control valve to balance the load.
- When actuators are operated together, the pressure difference ( $\Delta P$ ) between the upstream (inlet port) and downstream (outlet port) of the spool of each valve becomes the same regardless the size of the load (pressure).
- The flow of oil from the pump is divided (compensated) in proportion to the area of opening (S1) and (S2) of each valve.

3. System diagram



9JS03724

★ The illustration shows the actuator (6) in the merge mode with stroke end at the time of relief.

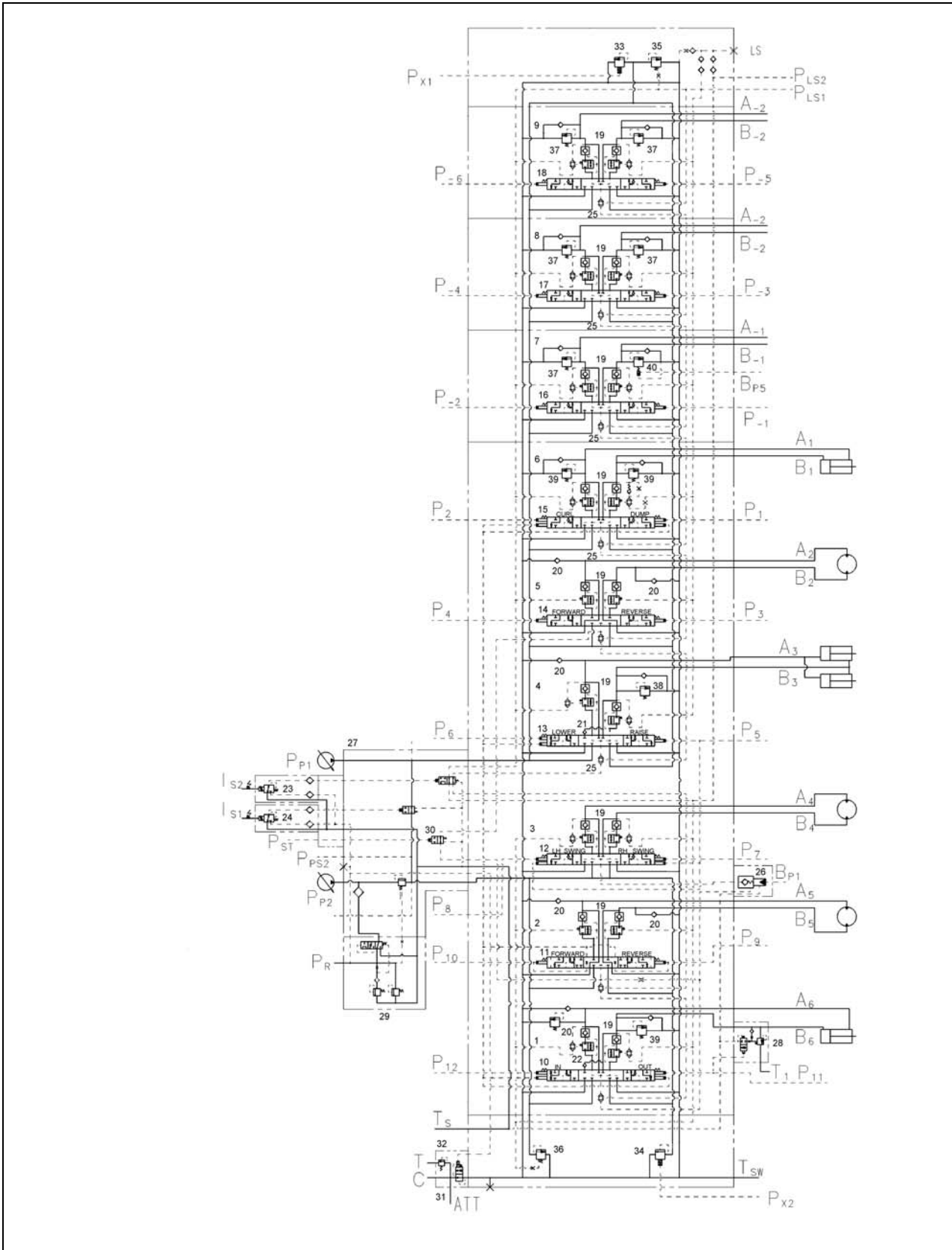
- |                        |                     |
|------------------------|---------------------|
| 1. Front pump          | 9. LS circuit       |
| 2. Rear pump           | 10. Tank circuit    |
| 3. Main relief valve   | 11. Valve           |
| 4. Unload valve        | 12. Spring          |
| 5. Merge-divider valve | 13. LS bypass valve |
| 6. Control valve       | 14. LS valve        |
| 7. Actuator            | 15. PC valve        |
| 8. Pump circuit        |                     |





### Functions and operation by valve

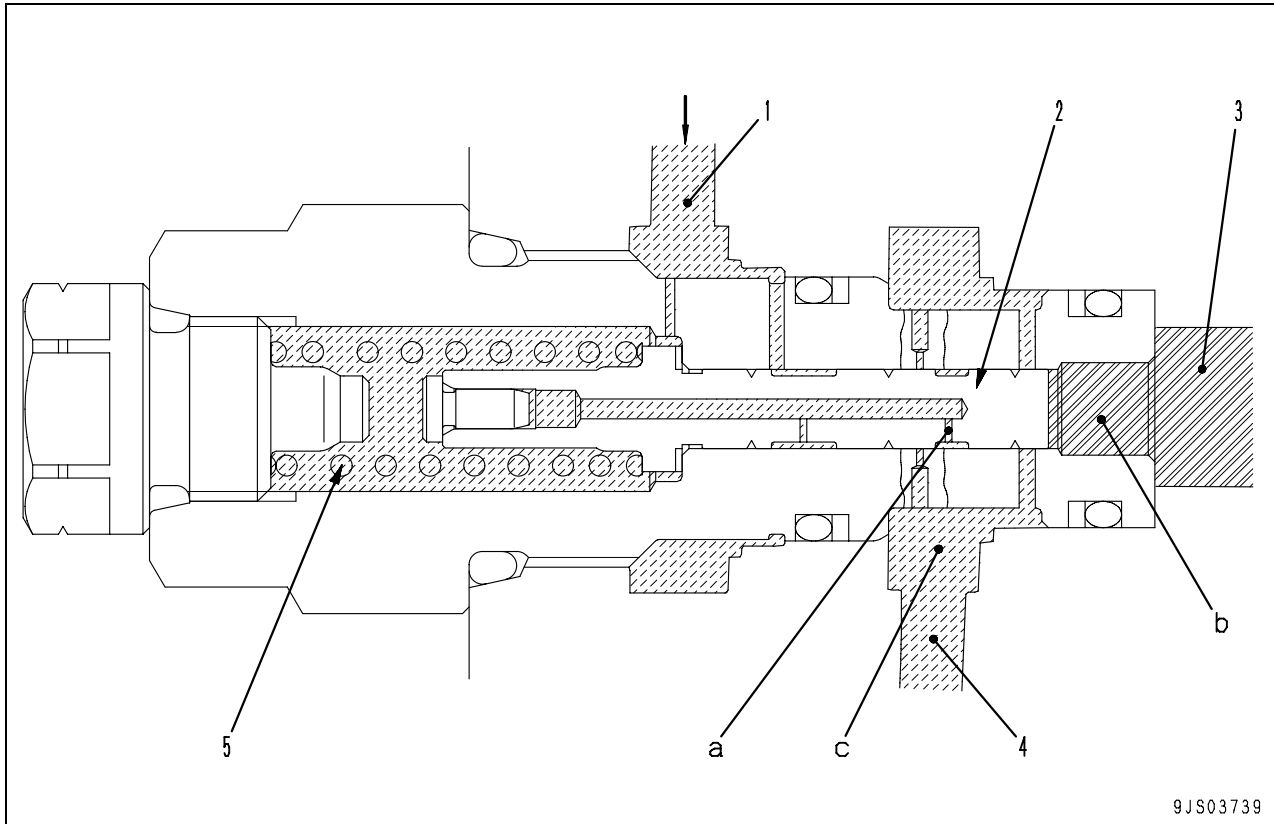
### Hydraulic circuit diagram and the name of valves



1. Arm valve
2. R.H. travel valve
3. Swing valve
4. Boom valve
5. L.H. travel valve
6. Bucket valve
7. Service valve 1
8. Service valve 2
9. Service valve 3
10. Arm spool
11. R.H. travel spool
12. Swing spool
13. Boom spool
14. L.H. travel spool
15. Bucket spool
16. Service spool 1
17. Service spool 2
18. Service spool 3
19. Pressure compensation valve
20. Suction valve
21. Check valve (for boom regeneration circuit)
22. Check valve (for arm regeneration circuit)
23. EPC valve (for switching main spool of merge-divider valve)
24. EPC valve (for switching LS spool of merge-divider valve)
25. LS shuttle valve
26. LS select valve
27. Merge-divider valve
28. Arm quick return valve
29. Self pressure reducing valve
30. Travel junction valve
31. Back pressure valve
32. Cooler check valve
33. Main relief valve (bucket side)  
Set pressure:  $34.9 \pm 0.5 \text{ MPa}$ { $355.5 \pm 5 \text{ kg/cm}^2$ }  
When digging force increased:  
 $37.5 \pm 0.5 \text{ MPa}$ { $382 \pm 5 \text{ kg/cm}^2$ }
34. Main relief valve (arm side)  
Set pressure:  $34.9 \pm 0.5 \text{ MPa}$ { $355.5 \pm 5 \text{ kg/cm}^2$ }  
When digging force increased:  
 $37.5 \pm 0.5 \text{ MPa}$ { $382 \pm 5 \text{ kg/cm}^2$ }
35. Unload valve (bucket side)  
Cracking pressure:  
 $2.5 \pm 0.5 \text{ MPa}$ { $26 \pm 5 \text{ kg/cm}^2$ }
36. Unload valve (arm side)  
Cracking pressure:  
 $2.5 \pm 0.5 \text{ MPa}$ { $26 \pm 5 \text{ kg/cm}^2$ }
37. Safety-suction valve  
Set pressure:  $24.5 \pm 0.5 \text{ MPa}$ { $250 \pm 5 \text{ kg/cm}^2$ }
38. Safety-suction valve  
Set pressure:  $31.4 \pm 0.5 \text{ MPa}$ { $320 \pm 5 \text{ kg/cm}^2$ }
39. Safety-suction valve  
Set pressure:  $38.2 \pm 0.5 \text{ MPa}$ { $390 \pm 5 \text{ kg/cm}^2$ }
40. 2-stage safety-suction valve  
Set pressure:  
1 stage:  $24.5 \pm 0.5 \text{ MPa}$ { $250 \pm 5 \text{ kg/cm}^2$ }  
2 stage:  $20.6 \pm 0.5 \text{ MPa}$ { $210 \pm 5 \text{ kg/cm}^2$ }

## Unload valve

### 1. When the unload valve is actuating



1. LS circuit
2. Valve
3. Pump circuit

4. Tank circuit
5. Spring

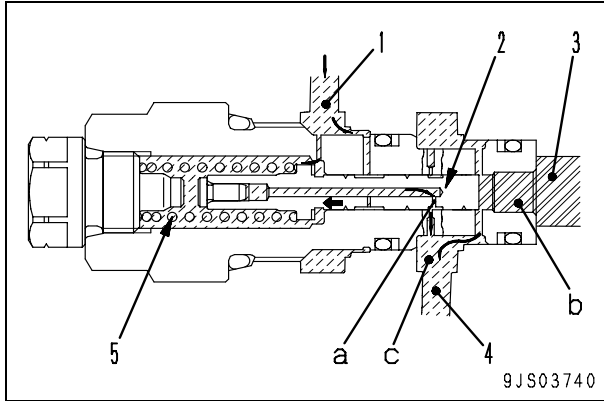
#### Function

- Drains an oil discharge for the portion of the minimum pump swash plate angle while all control valves are in the holding.
- The pump pressure will correspond to a set load of spring (5) inside the valve (this pressure will be  $P_1$ ).
- Since LS pressure is drained from the LS bypass valve, LS pressure  $\approx$  tank pressure  $\approx$  0 MPa{0 kg/cm<sup>2</sup>}.

#### Operation

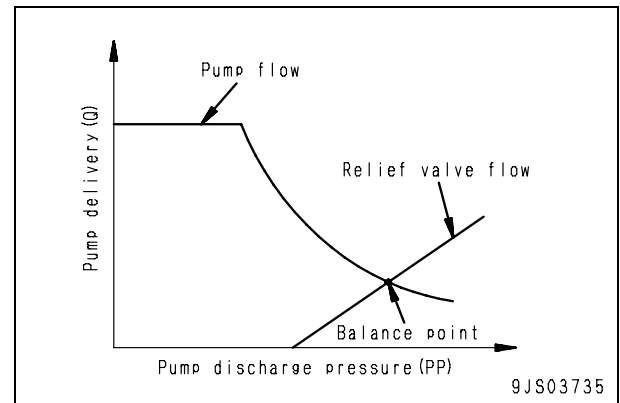
- Pressure of pump circuit (3) is received by the end of valve (2).
- Since the control valve is in neutral position, pressure of LS circuit (1) is 0 MPa{0 kg/cm<sup>2</sup>}.
- Pressurized oil of pump circuit (3) stops at valve (2), and the pressure rises as no relief is available.
- When this pressure becomes larger than the force of spring (5), valve (2) moves to the left.
- Ports (b) and (c) are interconnected and the pump pressure flows to tank circuit (4).
- The pressurized oil of LS circuit (1) passes from orifice (a) via port (c) and is drained to the tank circuit (4).
- When actuated, LS pressure  $\approx$  tank pressure.
- Since the pump discharge pressure - LS circuit pressure during unloading is larger than the pump LS control pressure, the signal is output to minimize the pump swash plate angle.

- During operation (a work within a scope of discharge by a minimum swash plate angle), the discharge pressure for the portion of minimum pump swash plate angle is set to LS pressure + P1 pressure.
- LS control differential pressure (~~X~~PLS) of discharge for the portion of minimum swash plate angle will be equal to P1 pressure.

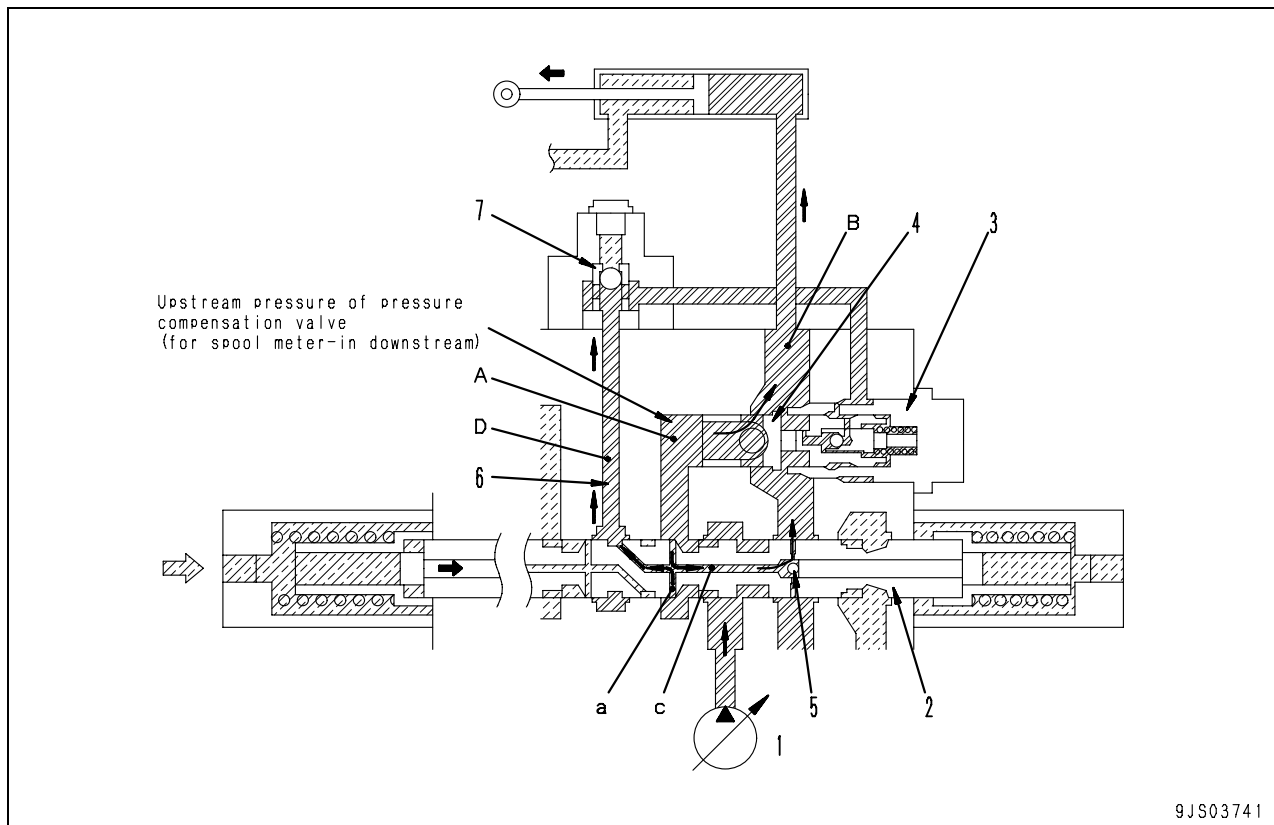


**2. Operation of relief valve**

- When the cylinder reaches the stroke end, the main relief valve opens.
- The pump delivery (Q) is relieved to the tank. (See the system diagram)
- The pump discharge pressure (PP) and LS pressure (PLS) become approximately the same as each has not flow at the upstream and downstream of the spool, and LS differential pressure (~~X~~PLS) becomes 0 kg/cm<sup>2</sup>.
- As LS differential pressure (~~X~~PLS) is lower than the LS set pressure of LS valve, LS valve is actuated to maximize the pump swash plate angle.
- Mechanically, operation of PC valve have the prevalence to that of LS valve.
- The pump is held at a minimum swash plate angle by the cut-off function of PC valve.



## Introduction of LS pressure



1. Hydraulic pump
2. Main spool
3. Pressure compensation valve
4. Valve
5. Check valve
6. LS circuit
7. LS shuttle valve

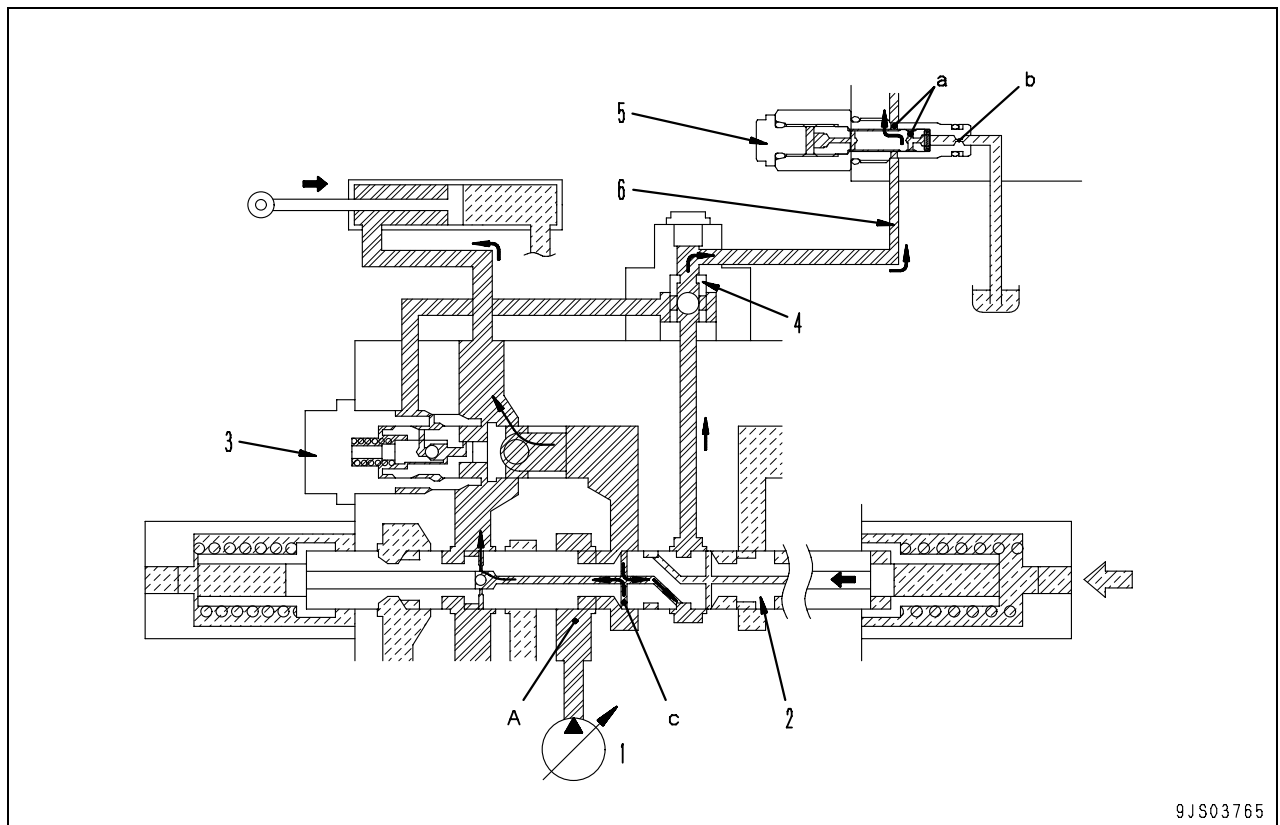
### Function

- Introduces the upstream pressure (downstream pressure of the spool meter-in) of pressure compensation valve (3) and leads to LS shuttle valve (7) as the LS pressure.
- Connected to actuator port (B) via valve (4), and makes LS pressure  $\approx$  actuator load pressure.
- Inlet pore (a) inside main spool (2) has a small diameter concurrently serving as a throttle.

### Operation

- When main spool (2) is operated, the pump pressure enters port (c) via inlet pore (a) and is led to the LS circuit.
- When the pump pressures rises to reach the load pressure of port (B), check valve (5) opens.

## LS bypass valve



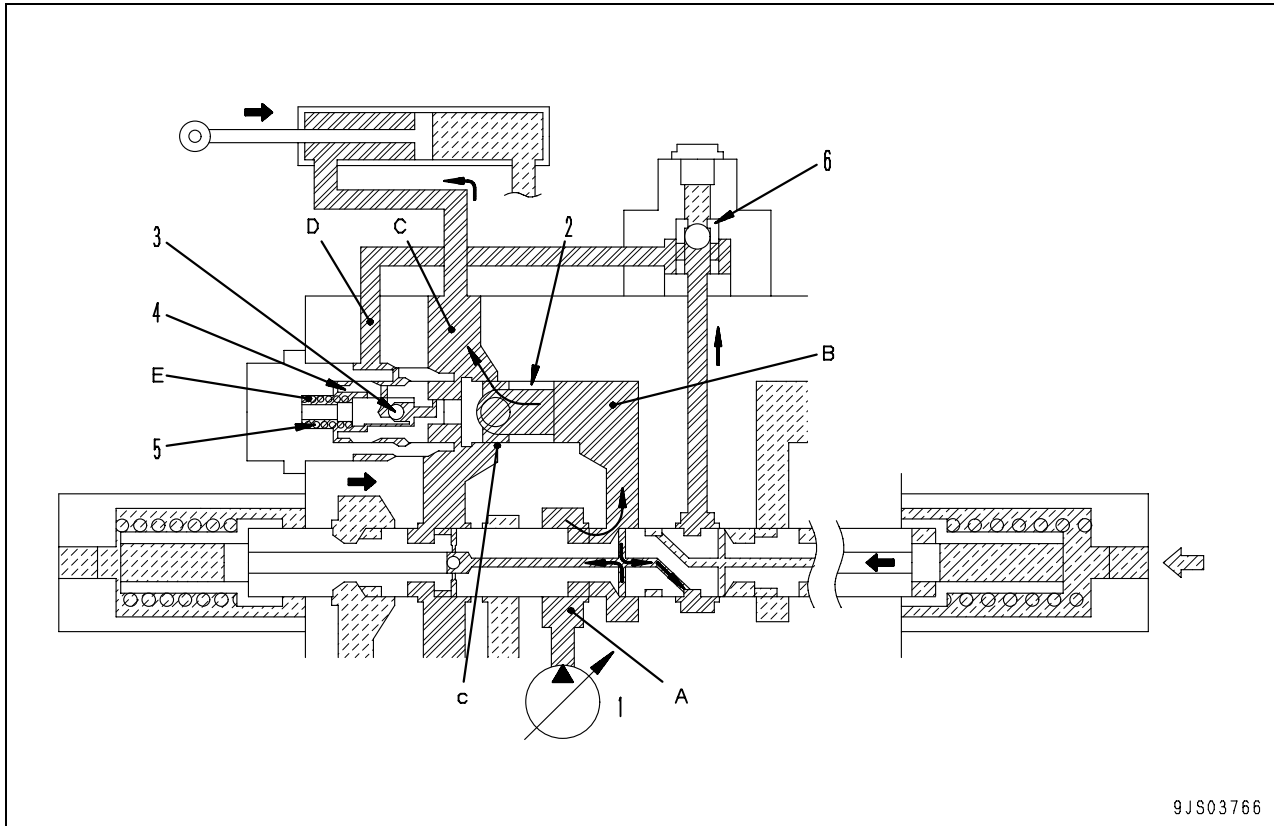
1. Hydraulic pump
2. Main spool
3. Pressure compensation valve
4. LS shuttle valve
5. LS bypass valve
6. LS circuit

### Function

- Releases the residual pressure in LS pressure circuit (6) from orifices (a) and (b).
- Slows down the rising rate of LS pressure to prevent a sudden change of hydraulic pressure.
- Bypass flow from LS bypass valve (5) causes a pressure loss to be generated due to the circuit resistance between throttle (c) of main spool (2) and LS shuttle valve (4).
- Effective LS differential pressure drops to improve a dynamic stability of the actuator.

**Pressure compensation valve**

- 1. During independent operation and under maximum load pressure  
(If the load pressure is higher than other work equipment during a combined operation)**



9JS03766

- |                   |                     |
|-------------------|---------------------|
| 1. Hydraulic pump | 4. Piston           |
| 2. Valve          | 5. Spring           |
| 3. Shuttle valve  | 6. LS shuttle valve |

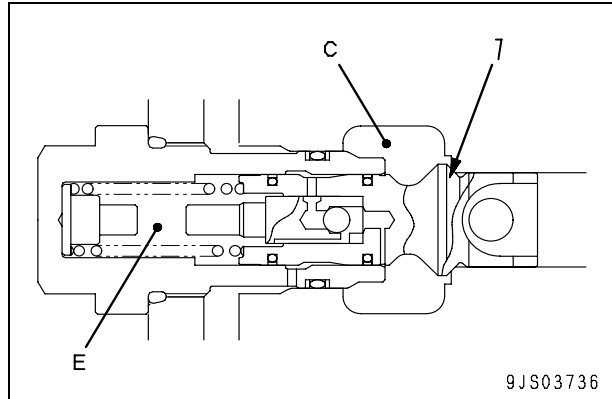
**Function**

- Pressure compensation valve works as the load check valve.
- If the pump pressure (LS pressure) is lower than the load at port (c), shuttle valve (3) in pressure compensation valve piston (4) interconnects spring chamber (E) and port (C).
- The force of spring (5) operates piston (4) and valve (2) to the closing direction.

- As principle, port (C) and spring chamber (E) are not interconnected in an integrated pressure compensation valve.
- If high peak pressure is generated at port (C), valve (7) does not collide with the valve chamber.
- With a bucket valve, etc., port (C) and spring chamber (E) are designed to interconnect before valve (7) is seated.

**Integrated pressure compensation valve**

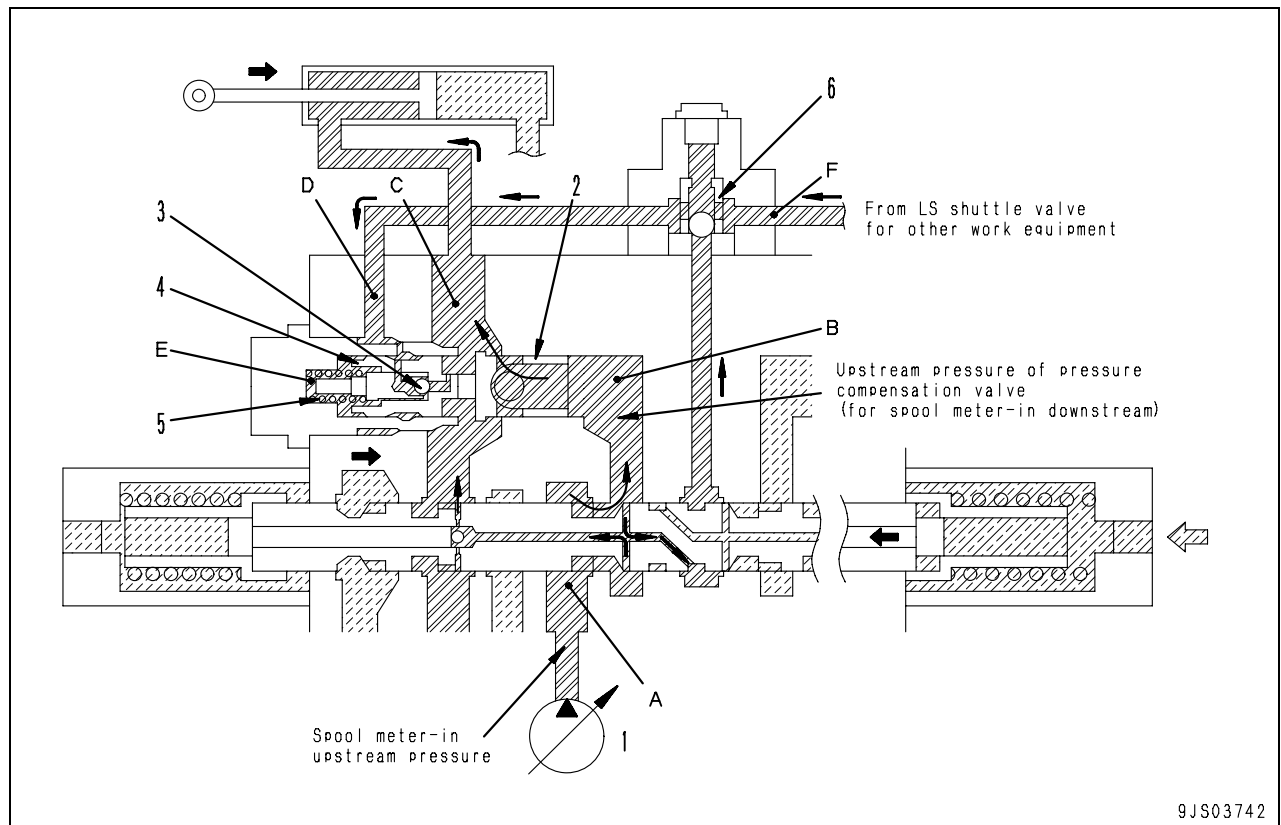
- High stress may occur when valve (2) collides with valve chamber seat portion (C) if a high peak pressure is generated in the actuator circuit or repetitive peak pressure occurs continuously (example: when using the breaker).
- To prevent this, a pressure compensation valve with integrated valve (2) and piston (4) is used.
- With the present machine, this device is adopted for the bucket valve (cylinder bottom) and the service valve.



9JS03736



## 2. When compensated (If the load pressure is lower than other work equipment during a combined operation)



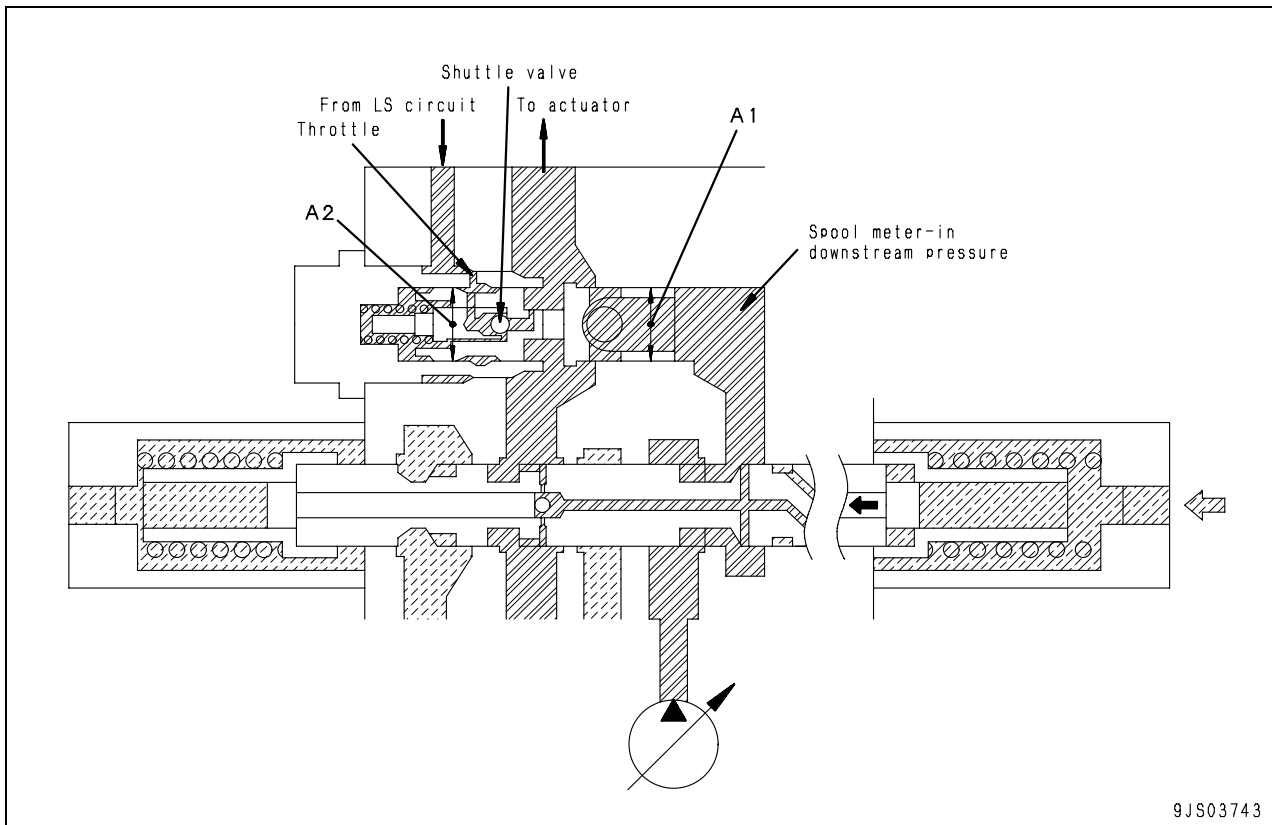
### Function

- The pressure compensation valve closes under LS pressure of port (D), and the spool meter-in downstream pressure of port (B) becomes equivalent to the maximum pressure of other work equipment.
- Since the spool meter-in upstream pressure of port (A) is the pump pressure, the spool meter-in differential pressure [upstream pressure [port (A) pressure]–downstream pressure [port (B) pressure]] becomes equivalent to all the spools in operation.
- Pump flow is divided according to the ratio of the meter-in opening area.

### Operation

- Spring chamber (E) is interconnected to port (D).
- Piston (4) and valve (2) operate in the closing direction (to the right) under the LS circuit pressure from other work equipment of port (F).
- Valve upstream pressure (= spool meter-in downstream pressure) of port (B) is controlled with LS pressure.

### 3. Pressure compensation valve area ratio

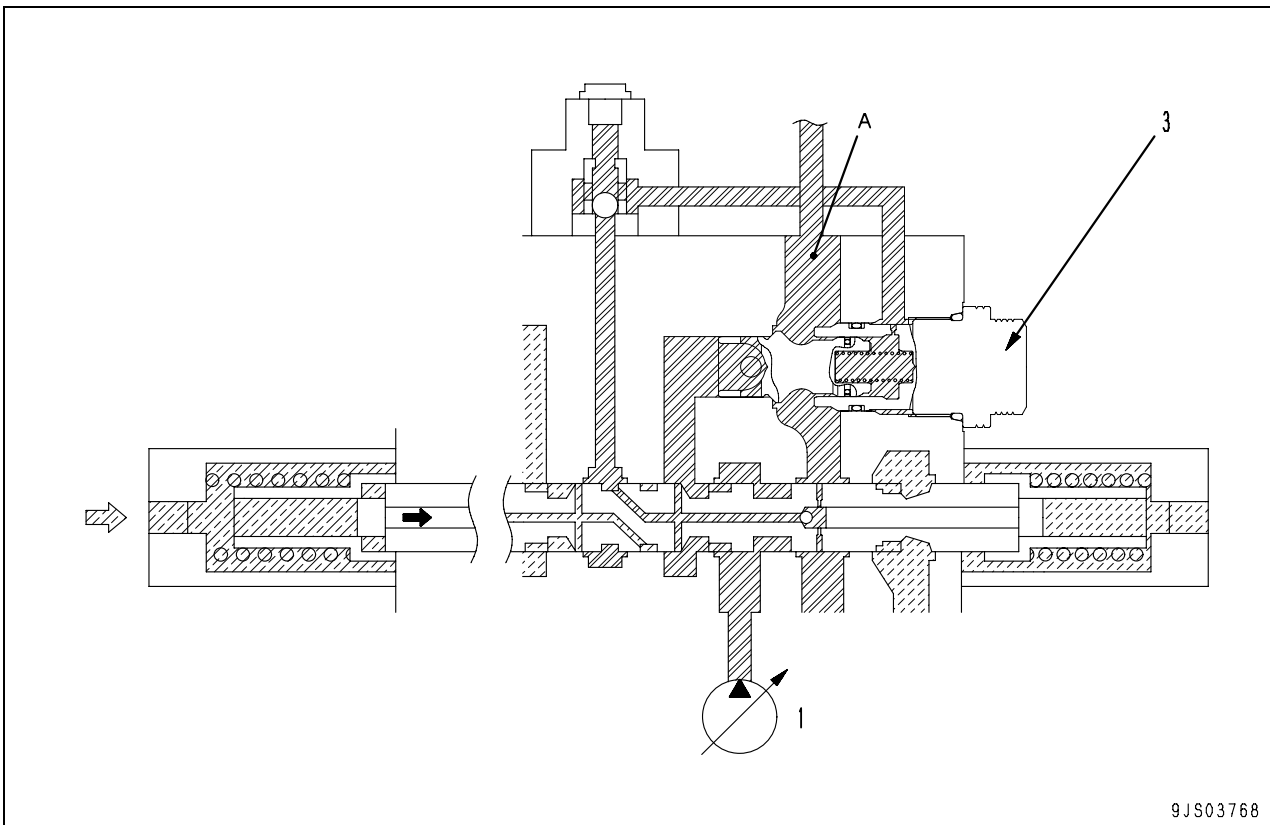


#### Function

- The state of division changes according to the area ratio of pressure compensation portion (A1) and (A2). Area ratio =  $(A2)/(A1)$
- If area ratio = 1 : The spool meter-in downstream pressure will be equal to the maximum load pressure, and the pressure will be divided according to the opening area ratio.
- If area ratio = 1 or over : The spool meter-in downstream pressure will be greater than the maximum load pressure, and the pressure will be divided smaller than the opening area ratio.
- If area ratio = 1 or under : The spool meter-in downstream pressure will be smaller than the maximum load pressure, and the pressure will be divided greater than the opening area ratio.



## 2. In the case of travel

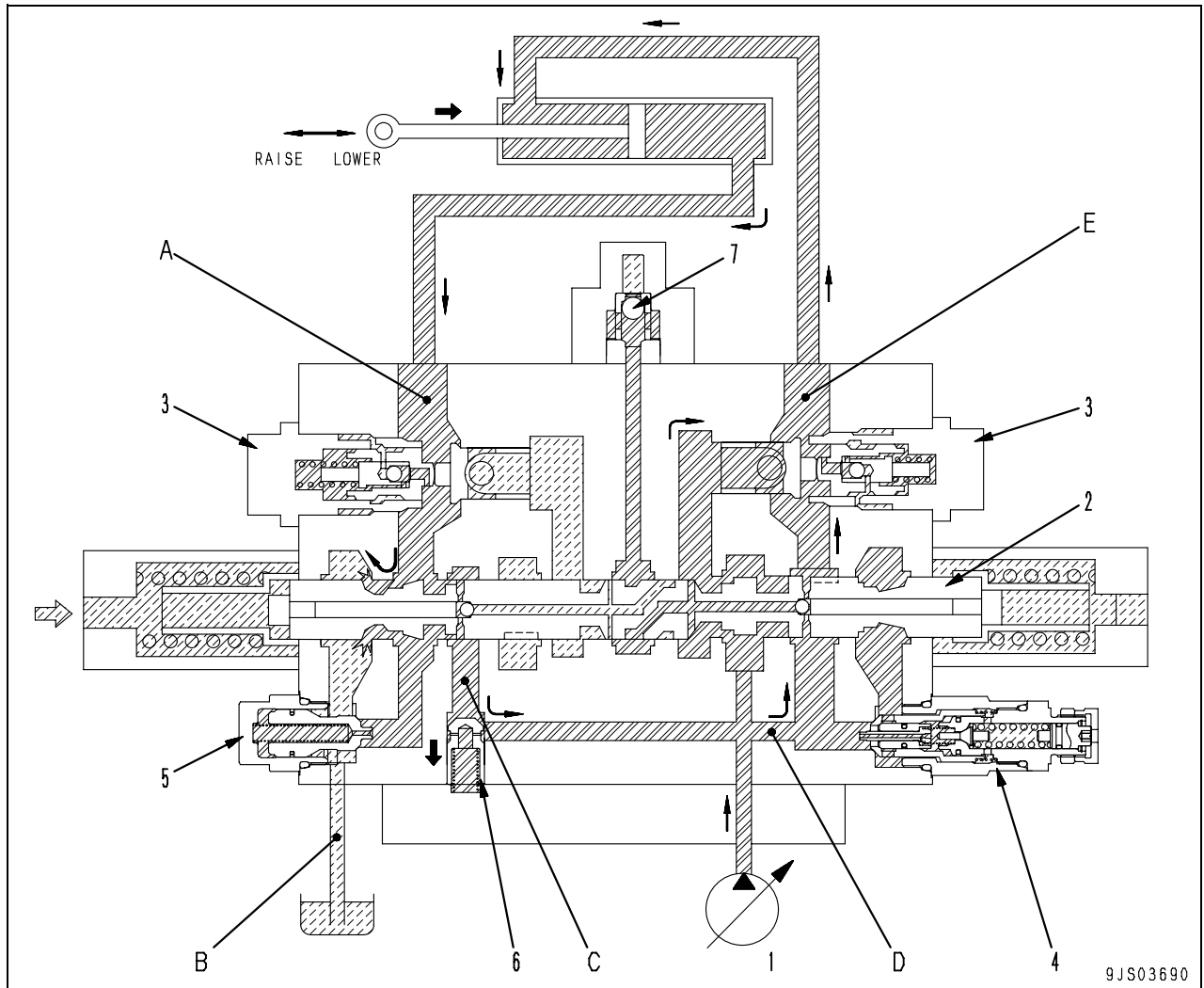


### Outline

- Since no holding pressure is generated at port (A) of the travel circuit, a pressure compensation valve without shuttle valve (3) is adopted.

## Boom regeneration circuit

### 1. If the cylinder head pressure is lower than the bottom pressure (free fall, etc.)



1. Hydraulic pump
2. Boom spool
3. Pressure compensation valve
4. Safety-suction valve

5. Suction valve
6. Check valve
7. LS shuttle valve

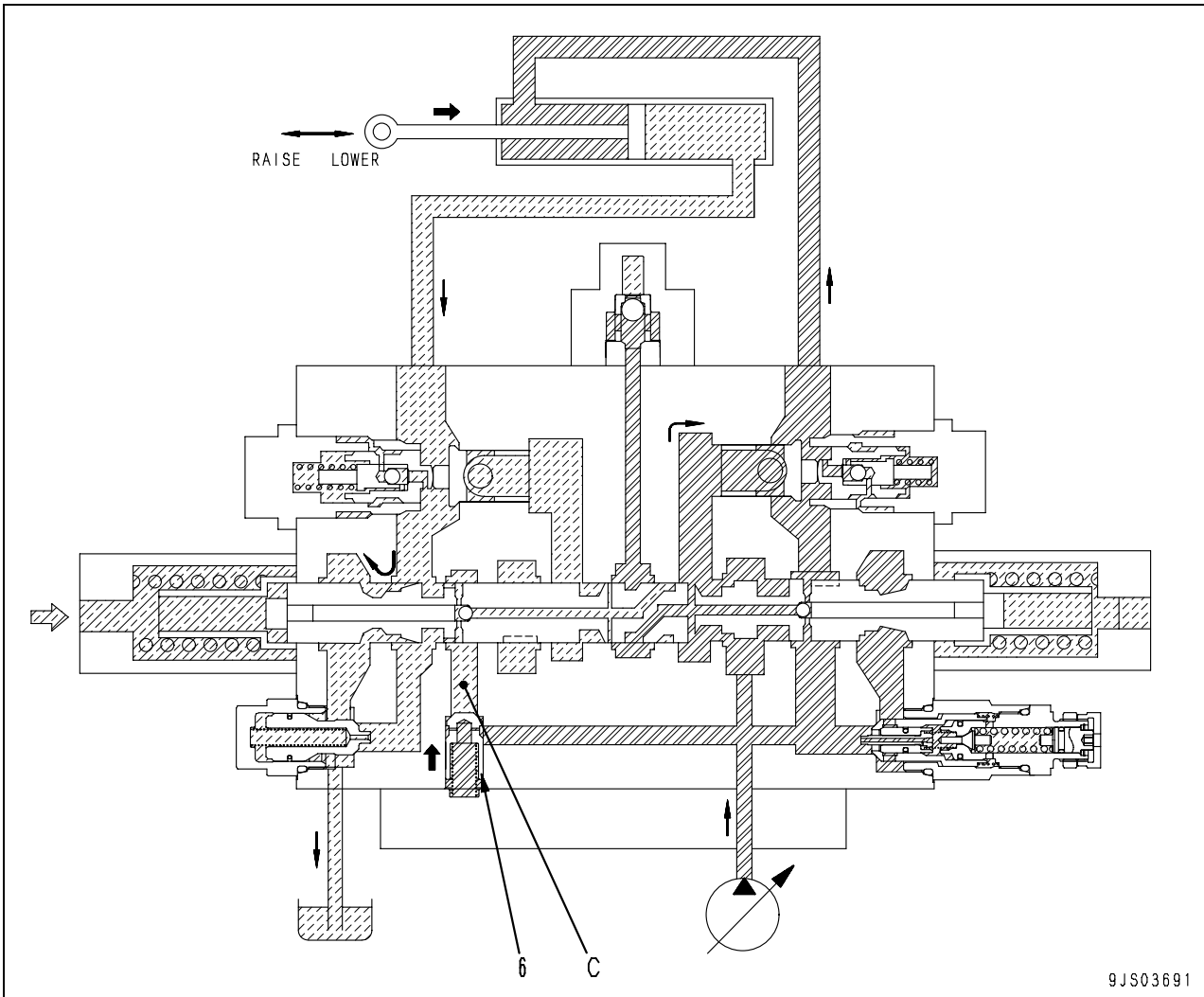
#### Function

- Provides the regeneration circuit from the cylinder bottom to the cylinder head when the boom is lowered and increases flow to the cylinder bottom.

#### Operation

- If the cylinder head pressure is lower than the bottom pressure, pressurized oil (A) from the cylinder bottom flows to drain circuit (B) from the notch of boom spool (2).
- On the other hand, remaining oil flows to regeneration circuit (C), opens check valve (6) and flows to the cylinder head via circuit (D).
- Flow from regeneration circuit (C) and pump (1) merges in circuit (E).

2. If the cylinder head pressure is higher than the bottom pressure (digging work, etc.)

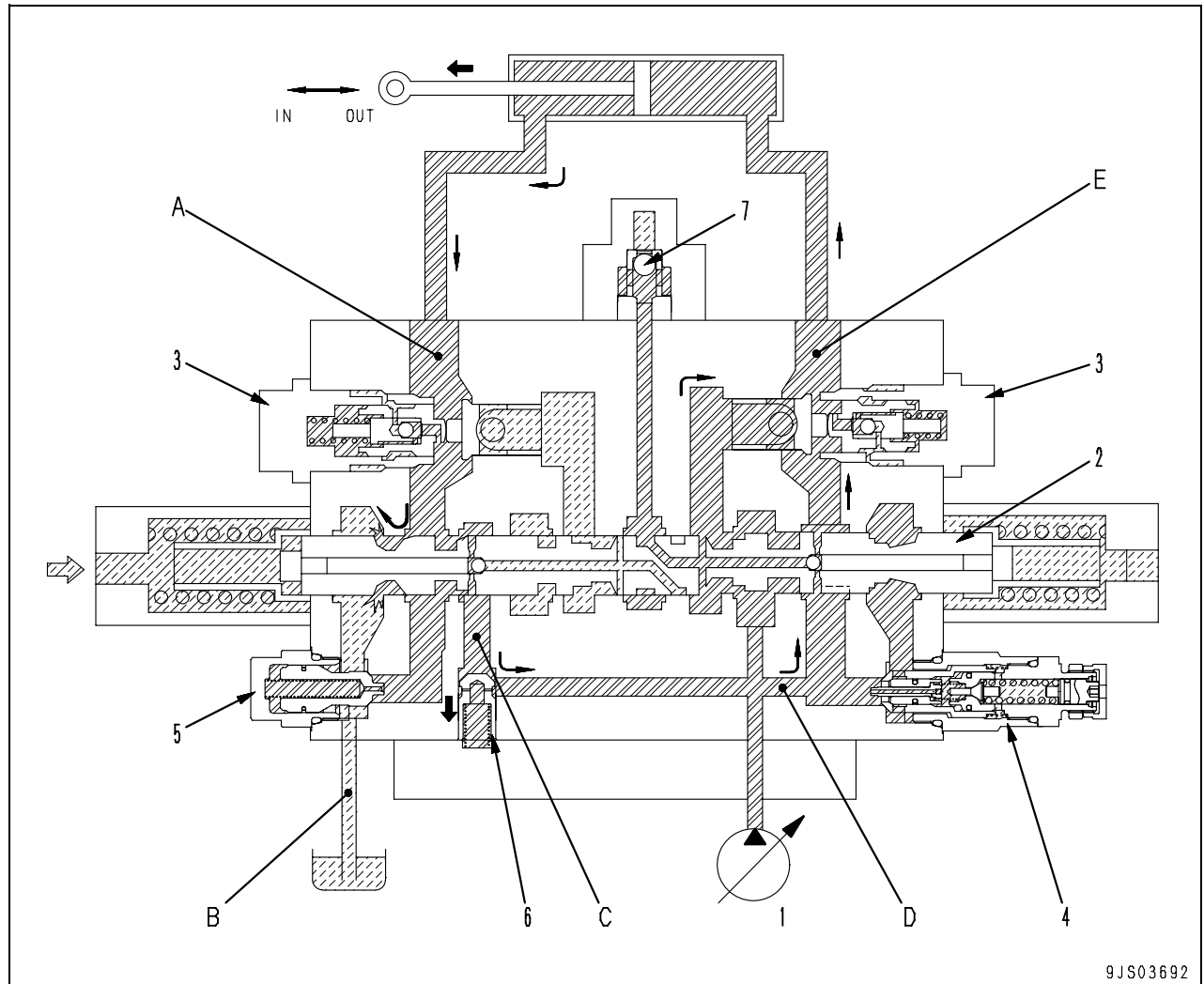


**Function**

- Check valve (6) provided to regeneration circuit (C) closes to shut off the flow from the cylinder bottom to the head.

## Arm regeneration circuit

### 1. If the cylinder head pressure is higher than the bottom pressure



1. Hydraulic pump
2. Arm spool
3. Pressure compensation valve
4. Safety-suction valve

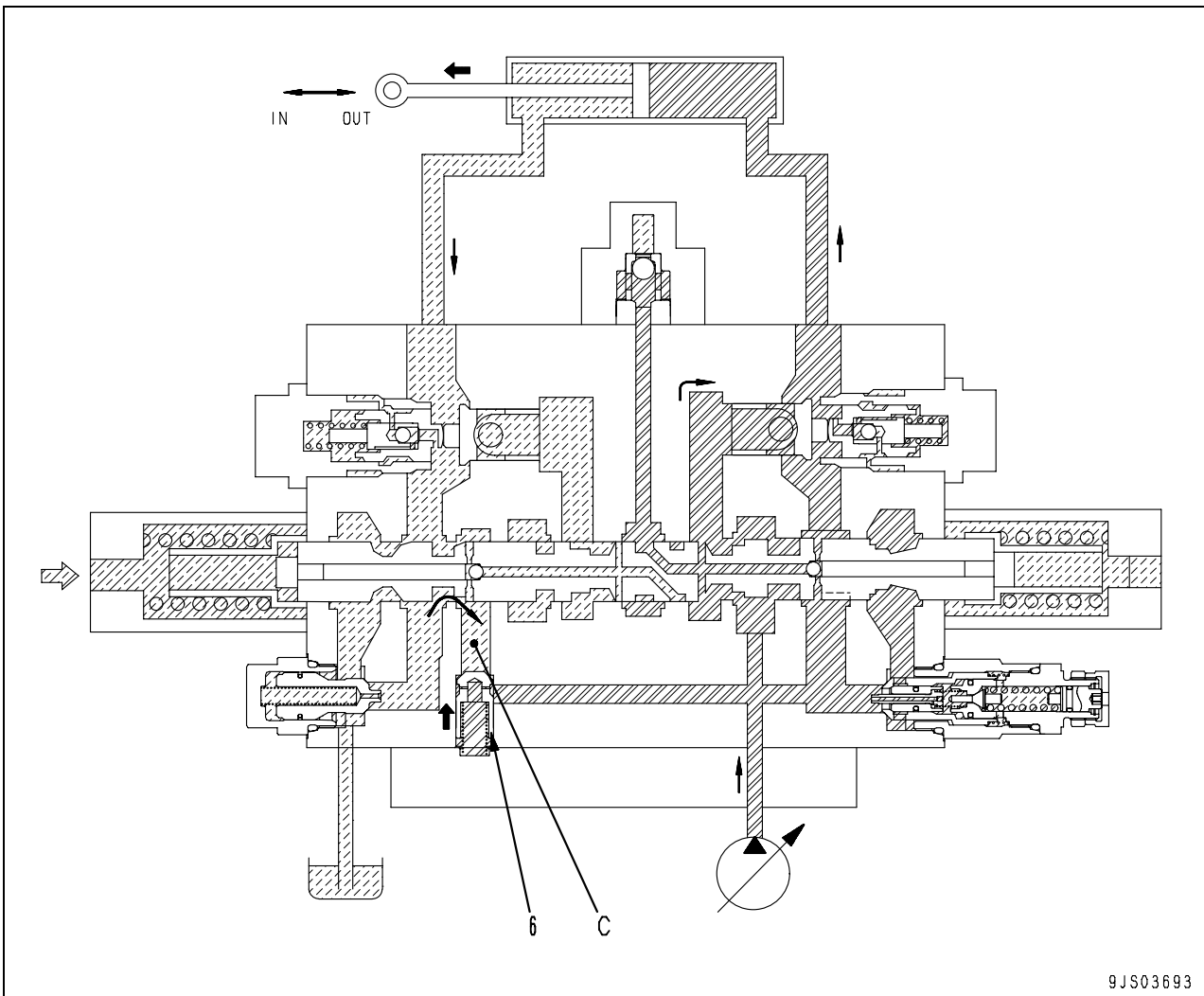
5. Suction valve
6. Check valve
7. LS shuttle valve

#### Function

- During arm digging, regeneration circuit provided from the cylinder head to the bottom increases the cylinder speed as the cylinder flow involves the pump delivery plus regenerated flow.

#### Operation

- If the cylinder head pressure is lower than the bottom pressure, pressurized oil (A) from the cylinder bottom flows to drain circuit (B) from the notch of arm spool (2).
- On the other hand, remaining oil flows to regeneration circuit (C), opens check valve (6) and flows to the cylinder head via circuit (D).
- Flow from regeneration circuit (C) and pump (1) merges in circuit (E).

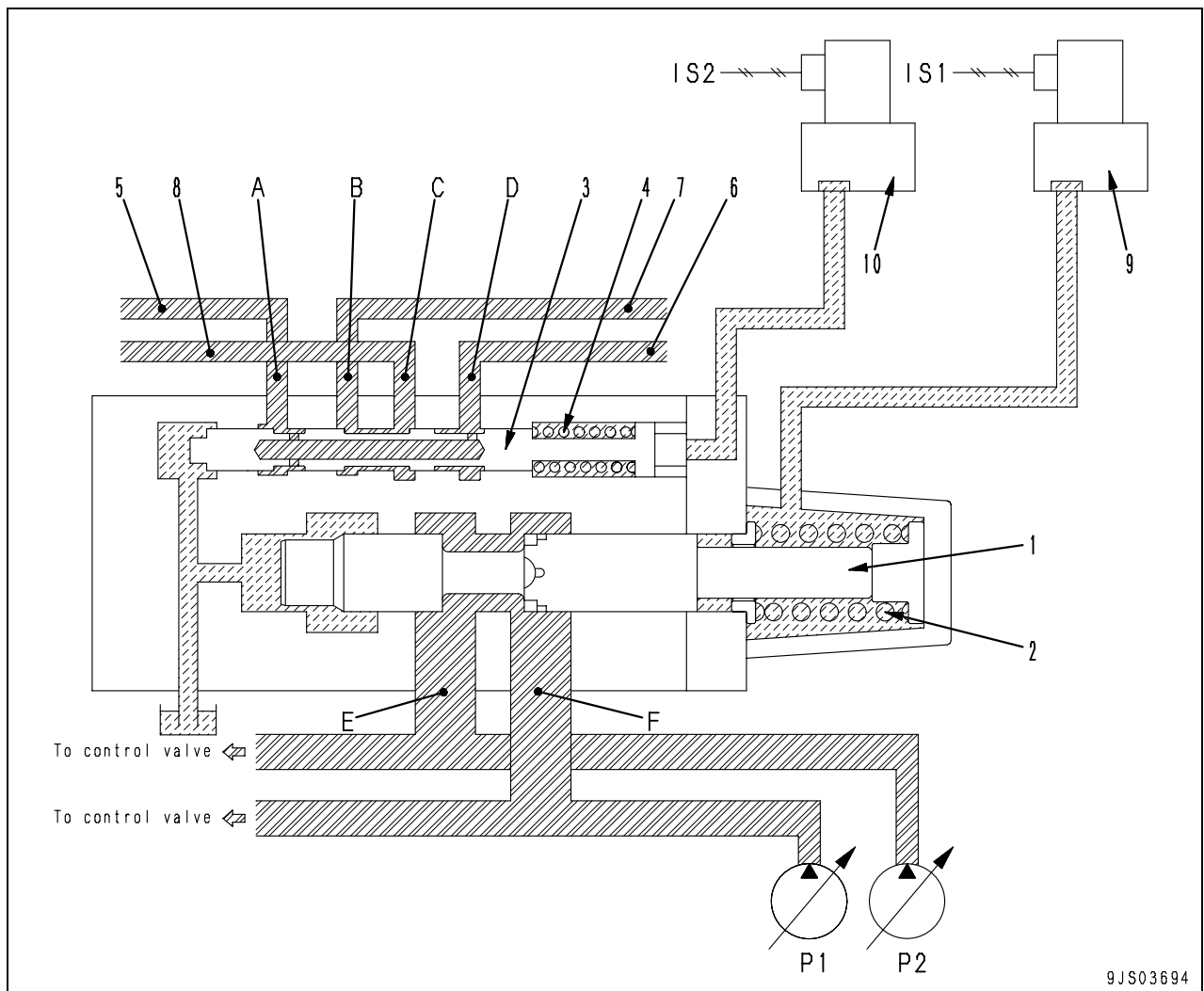
**2. If the cylinder head pressure is lower than the bottom pressure****Function**

- Check valve (6) provided to regeneration circuit (C) closes to shut off the flow from the cylinder bottom to the head.



## Merge-divider valve

### 1. When flows from the pumps merge [if merge-divider selector signals (IS1) and (IS2) are OFF]



1. Main spool
2. Spring
3. LS spool
4. Spring
5. LS circuit (bucket side)

6. LS circuit (bucket side)
7. LS circuit (arm side)
8. LS circuit (arm side)
9. EPC valve (for main spool)
10. EPC valve (for LS spool)

#### Function

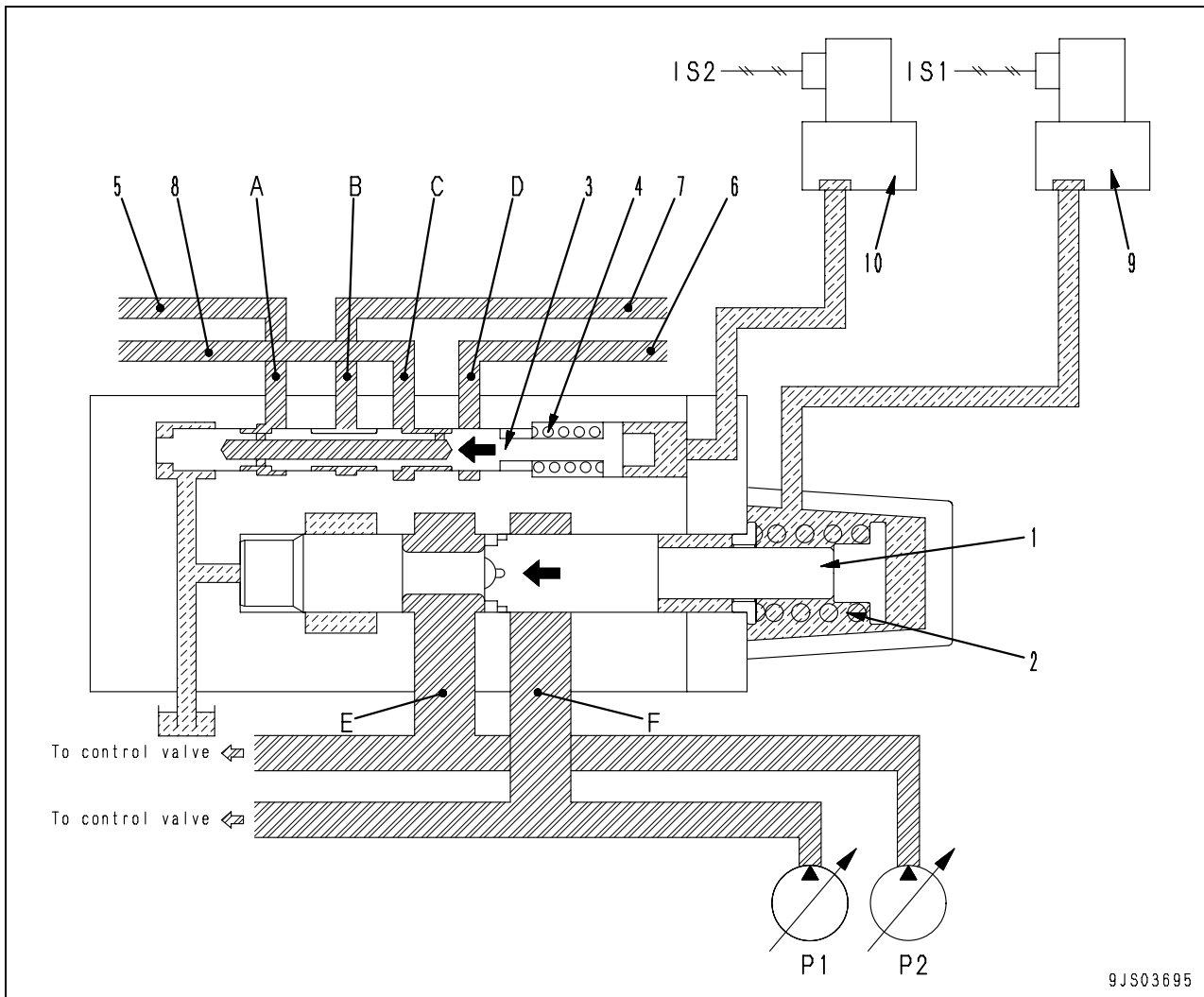
- Merges pressurized oil (P1) and (P2) discharged from the two pumps or divides (to respective control valve group).
- Merges and divides LS circuit pressure.

#### Operation

- Since selector signal (IS1) is OFF, output pressure from EPC valve is 0 kg/cm<sup>2</sup>.
- Main spool (1) is pressed to the right by spring (2) and ports (E) and (F) are interconnected.

- Merges pressurized oil (P1) and (P2) discharged from the two pumps at ports (E) and (F) and sends to necessary control valve.
- Since selector signal (IS2) is OFF for LS spool (3), it is pressed to the right by spring (4), and ports (A) – (D) and ports (B) – (C) are interconnected.
- Forwards LS pressure led from respective control valve spools to LS circuits (5), (6), (7) and (8) to all the pressure compensation valves.

2. When flows from the pumps merge [if merge-divider selector signals (IS1) and (IS2) are ON]



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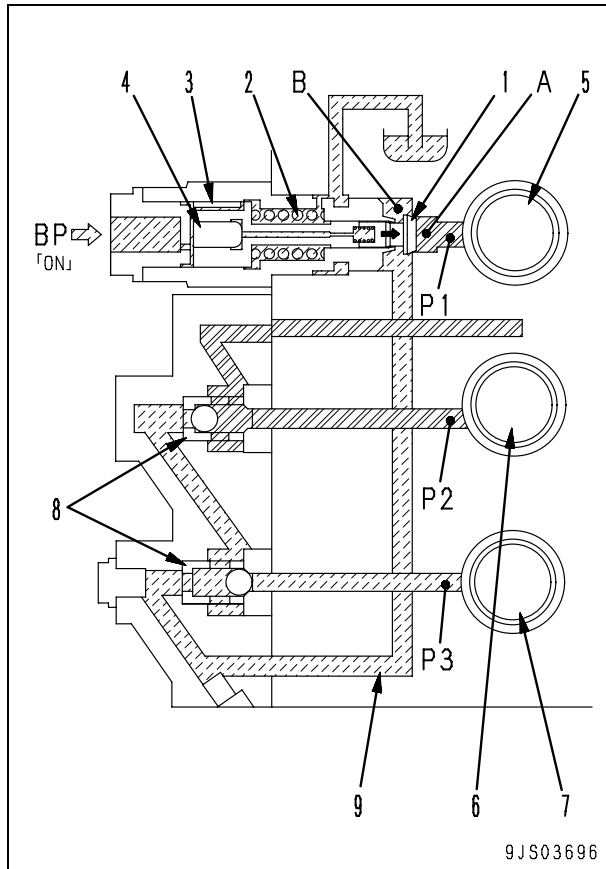
**Operation**

- Selector signal (IS1) turns ON, and output pressure from the EPC valve shifts main spool (1) to the left, and ports (E) and (F) are divided.
- Pressurized oil discharged from the two pumps are sent to respective control valves.  
P1 pressure: To bucket, L.H. travel, and boom  
P2 pressure: To swing, R.H. travel, and arm
- When selector signal (IS2) is turned ON, LS spool (3) too shifts to the left under the output pressure from the EPC valve, interconnects ports (A) and (C) and divides other ports.
- Forwards LS pressure led from each control valve spool to LS circuits (5), (6), (7) and (8) to respective control valves.

### LS select valve

#### Function

- Prevents high LS pressure from the swinging from entering the LS circuit of work valves while the swinging and work equipment are in combined operation.
- Prevents high pressure generated during swing drive and improves operability of work equipment.



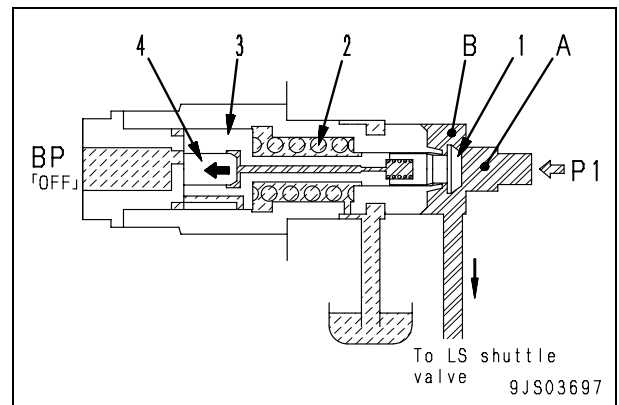
★ The illustration shows the state of simultaneous operation of swinging and R.H. travel. [(BP) pressure ON]

1. Valve
2. Spring
3. Piston
4. Piston
5. Swing spool
6. L.H. travel spool
7. Arm spool
8. LS shuttle valve
9. LS circuit

#### Operation

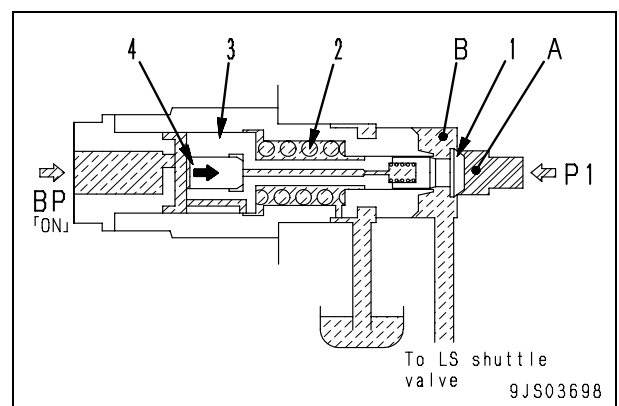
##### 1. If pilot pressure (BP) is OFF

- Since pilot pressure (BP) is OFF, piston (3) is pressed to the left by spring (2).
- When swing-operated, swing LS pressure (P1) enters port (A) after passing swing spool (5).
- Valve (1) is pressed to the left and ports (A) and (B) are interconnected.
- Swing LS pressure (P1) flows to LS shuttle valve (8).



##### 2. If pilot pressure (BP) is ON

- If pilot pressure (BP) is ON, BP pressure contracts spring (2), and piston (3) shifts to the right.
- Valve (1) is pressed to the right and interconnection between ports (A) and (B) is closed.
- Swing LS pressure (P1) stops flowing to LS shuttle valve (8).
- If swing LS pressure (P1) rises, other LS circuits are not affected.



### Self pressure reducing valve

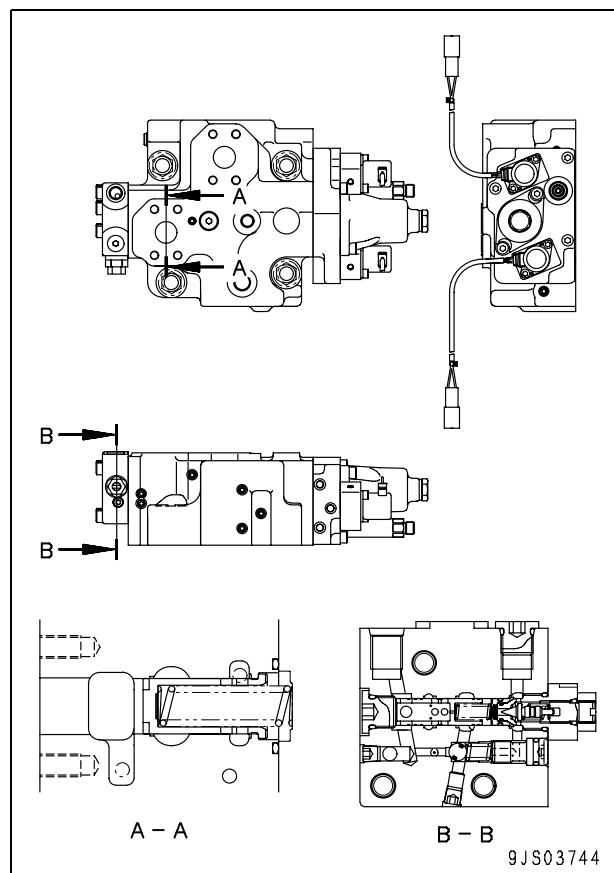
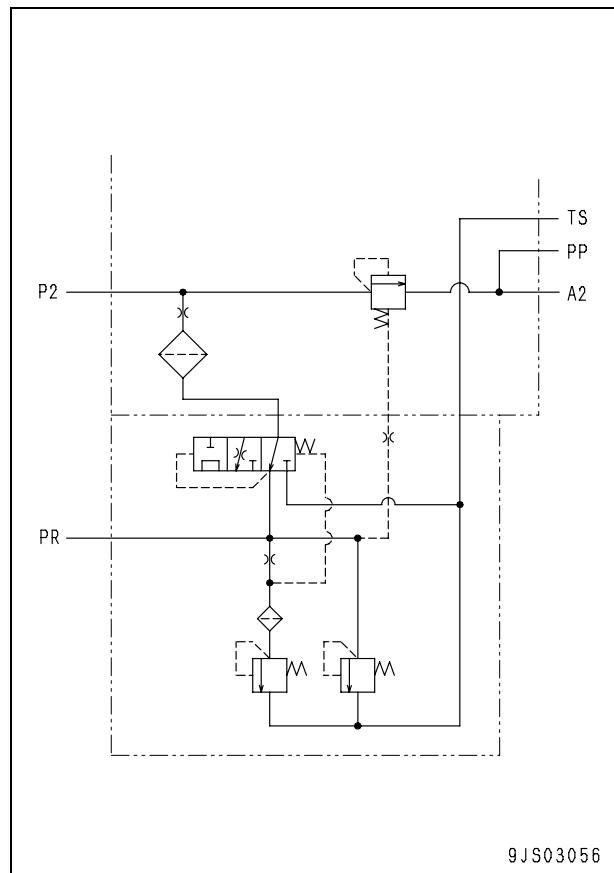
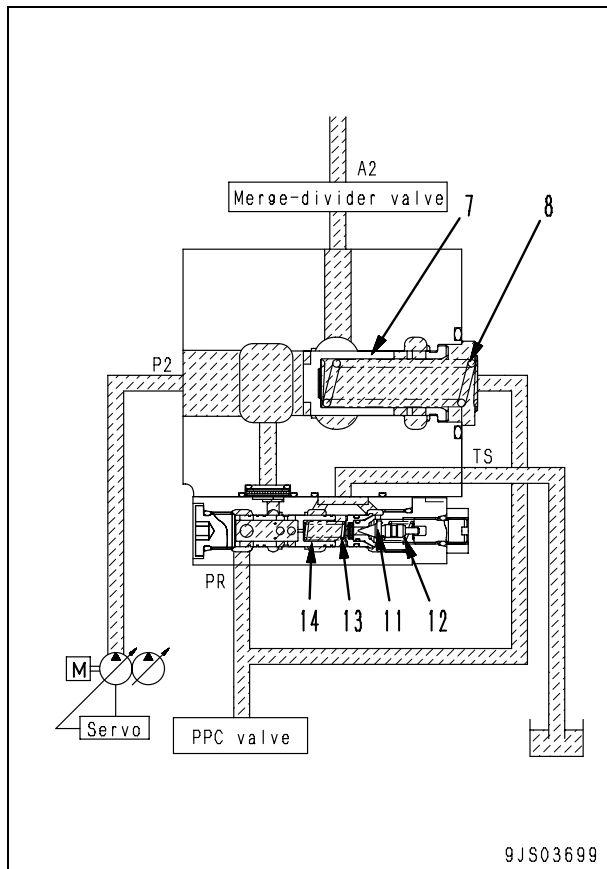
#### Function

- Reduces the discharge pressure of the main pump and supplies it as control pressure for the solenoid valves, EPC valves, etc.

#### Operation

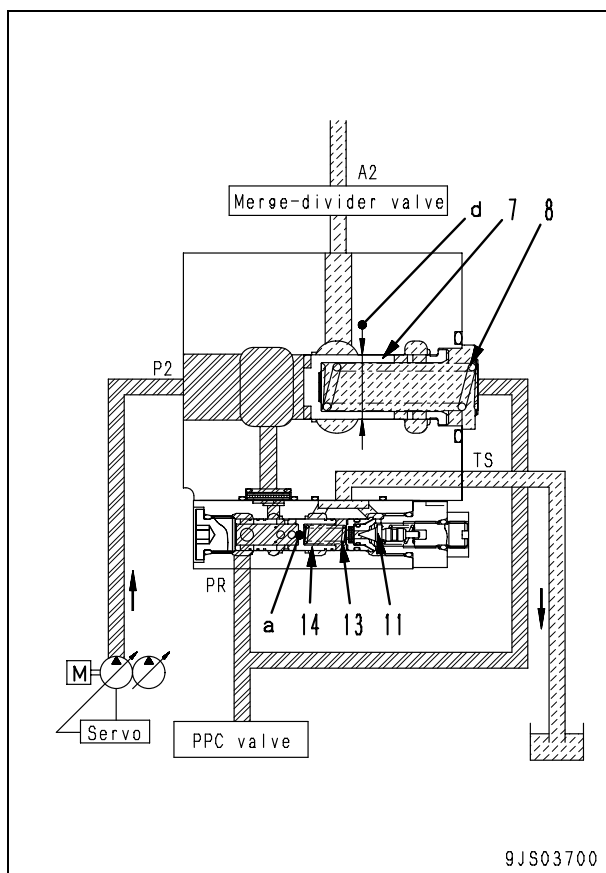
##### 1. While engine is stopped

- Poppet (11) is pressed by spring (12) against the seat and port (PR) is not connected to (TS).
- Valve (14) is pressed by spring (13) against the left side and port (P2) is connected to (TS).
- Valve (7) is pressed by spring (8) against the left side and port (P2) is closed to (A2).



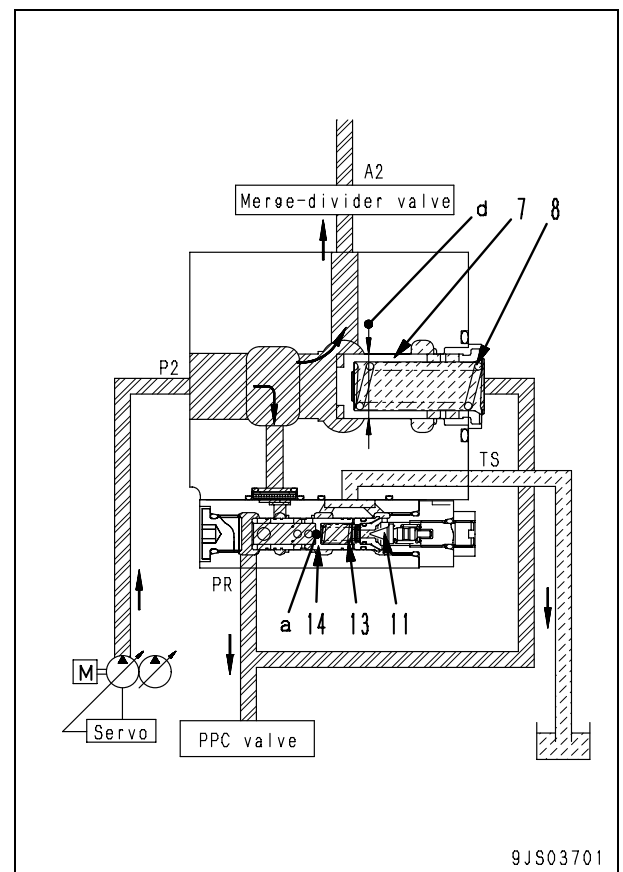
**2. During neutral and when load pressure (P2) is low**

- ★ When load pressure (A2) is lower than self pressure reducing valve output pressure (PR)
- Valve (7) is pressed to the closing direction of circuit between ports (P2) and (A2) by spring (8) and under pressure (PR) (which is 0 MPa{0 kg/cm<sup>2</sup>}).
- When pressurized oil flows in from port (P2), a balance is reached due to  $[(\phi d \text{ area} \times P2 \text{ pressure}) = \text{force of spring (8)} + (\phi d \text{ area} \times PR \text{ pressure})]$ .
- Adjusts valve (7) opening to keep pressure (P2) at a constant level over pressure (PR).
- When pressure (PR) rises above the set pressure, poppet (11) opens.
- Pressurized oil flows from port (PR) to orifice (a) in spool (14), then flows to seal drain port (TS) from poppet (11) opening.
- Differential pressure is generated before and after orifice (a) in spool (14) and then spool (14) moves to close the pass between ports (P2) and (PR).
- Pressure (P2) is reduced by the opening at this time and adjusted to a constant pressure (the set pressure) and supplied as pressure (PR).



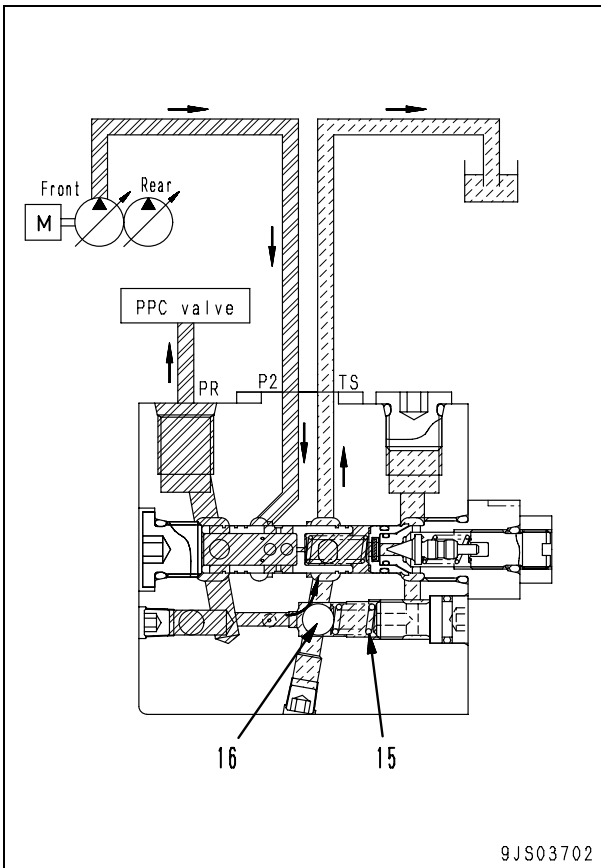
**3. When load pressure (P2) is high**

- Load pressure (A2) increases with the operation of digging, etc., and the pump discharge increases accordingly.
- Pressure (P2) increases to  $[(\phi d \text{ area} \times P2 \text{ pressure}) > \text{force of spring (8)} + (\phi d \text{ area} \times PR \text{ pressure})]$ , and valve (7) moves to the right to the stroke end.
- As a result, opening between ports (P2) and (A2) increases, and the pass resistance reduces, reducing the engine horsepower loss.
- When pressure (PR) rises above the set pressure, poppet (11) opens.
- Pressurized oil flows from port (PR) to orifice (a) in spool (14), then flows to seal drain port (TS) from poppet (11) opening.
- Differential pressure is generated before and after orifice (a) in spool (14) and then spool (14) moves to close the pass between ports (P2) and (PR).
- Pressure (P2) is reduced by the opening at this time and adjusted to a constant pressure (the set pressure) and supplied as pressure (PR).



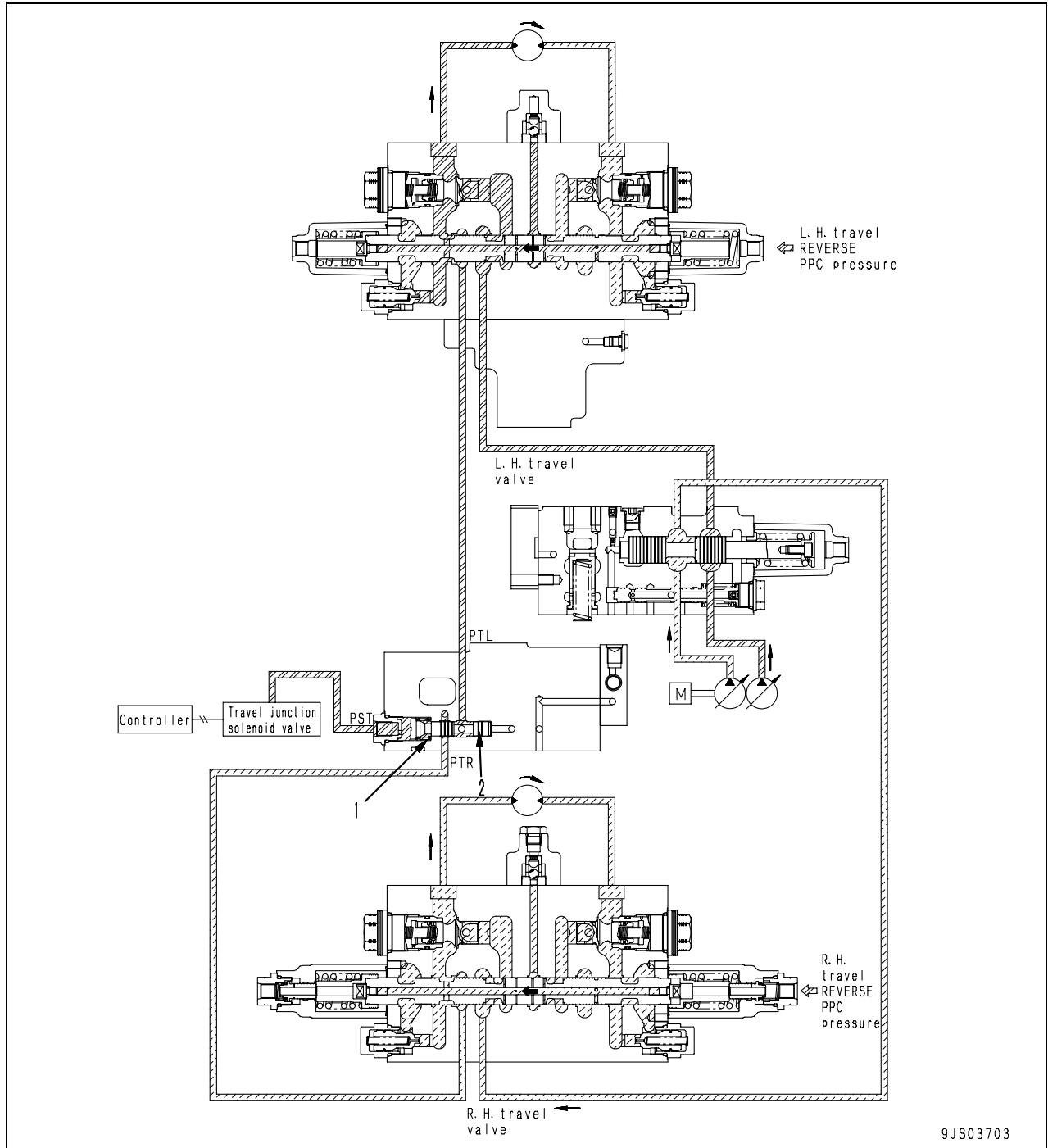
#### 4. When abnormally high pressure is generated

- If pressure (PR) of self pressure reducing valve becomes abnormally high, ball (16) contracts spring (15) and becomes separated from the seat.
- Allows the pressurized oil to (TS) from port (PR) and lowers pressure (PR).
- Protects PPC valve, solenoid valve and other devices from abnormal pressure.



## Travel junction valve

### 1. When pilot pressure is turned ON



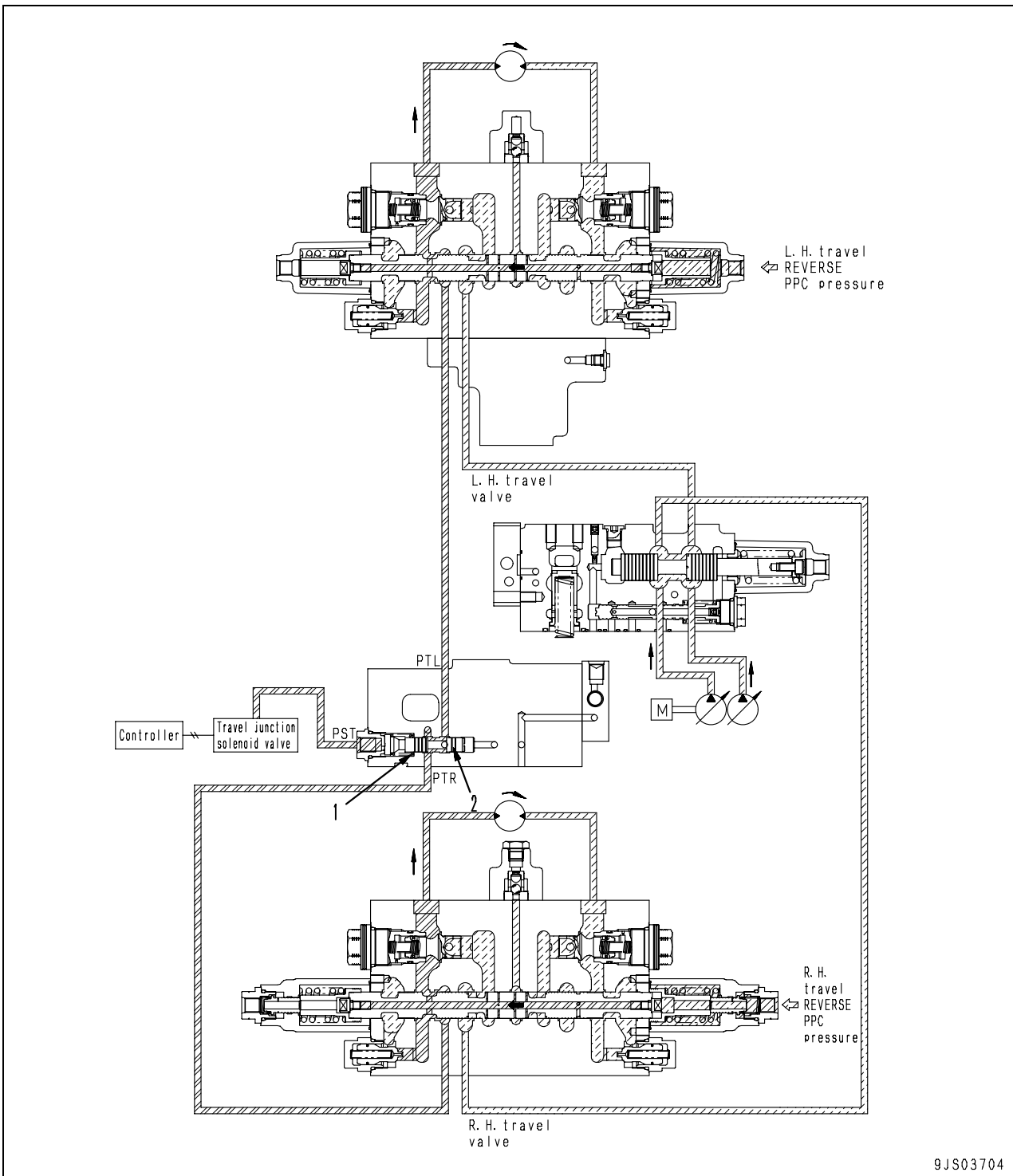
#### Function

- This valve connects the L.H. and R.H. travel circuits via travel junction valve so that the hydraulic oil will be supplied evenly to both travel motors to improve machine's straight travel performance.
- When the machine is steered, outside pilot pressure (PST) closes the travel junction valve to improve steering performance.

#### Operation

- Pilot pressure from the travel junction solenoid valve contracts spring (1), and travel junction spool (2) moves to the left to the stroke end.
- Junction circuit between port (PTL) (L.H. travel circuit) and port (PTR) (R.H. travel circuit) is closed.

2. When pilot pressure is turned OFF



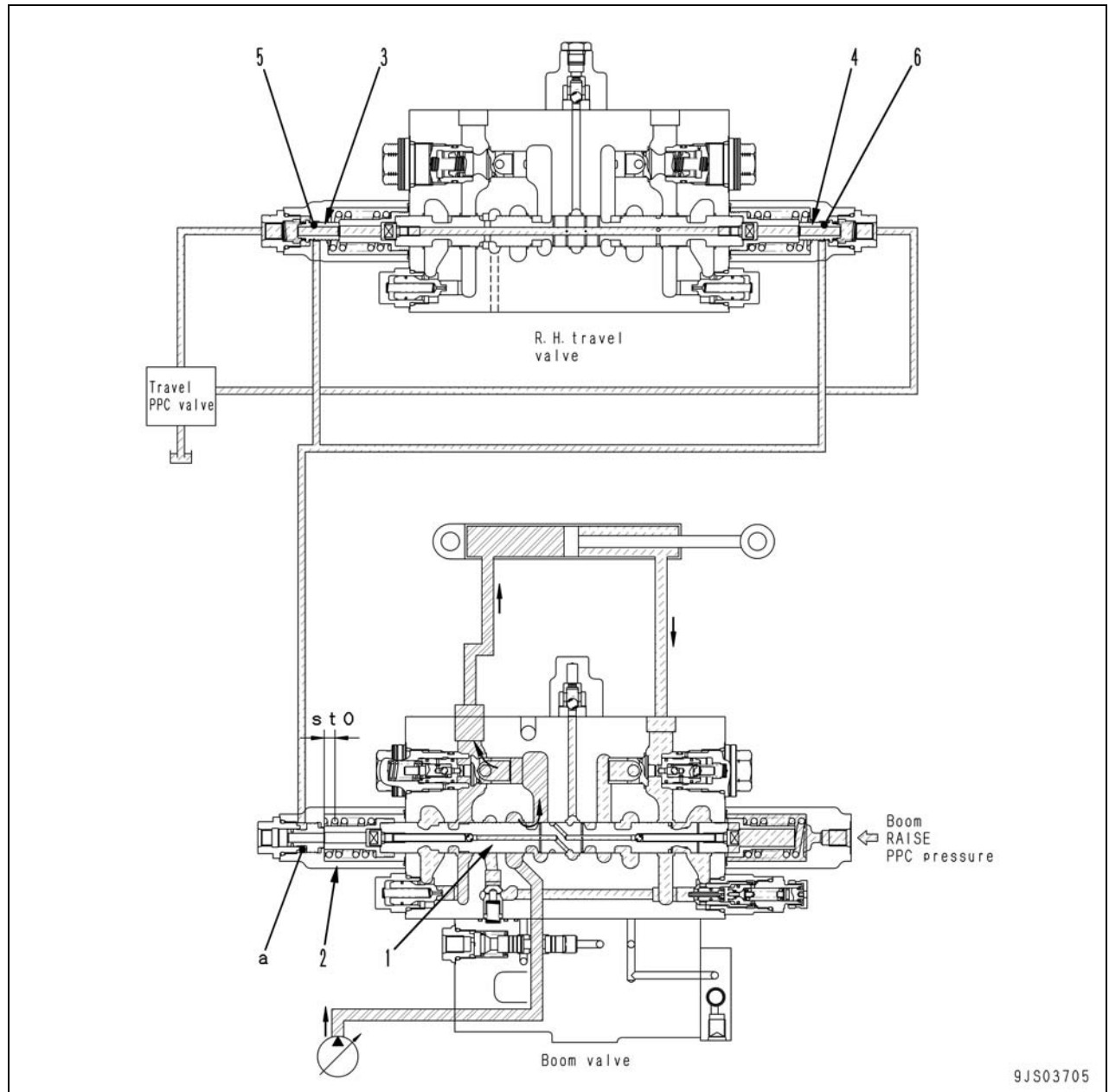
**Operation**

- If pilot pressure (PST) from the solenoid valve is 0, travel junction spool (2) is pressed by the force of spring (1) against the right side and the pass between ports (PTL) and (PTR) is open.
- If the oil flow rates to the L.H. and R.H. travel motors become different from each other, the oil flows through the route between port (PTL), travel junction spool (2), and port (PTR) so that the oil flow rates to both motors will be equalized again.



## Travel PPC shuttle valve

### 1. When travel lever is in neutral



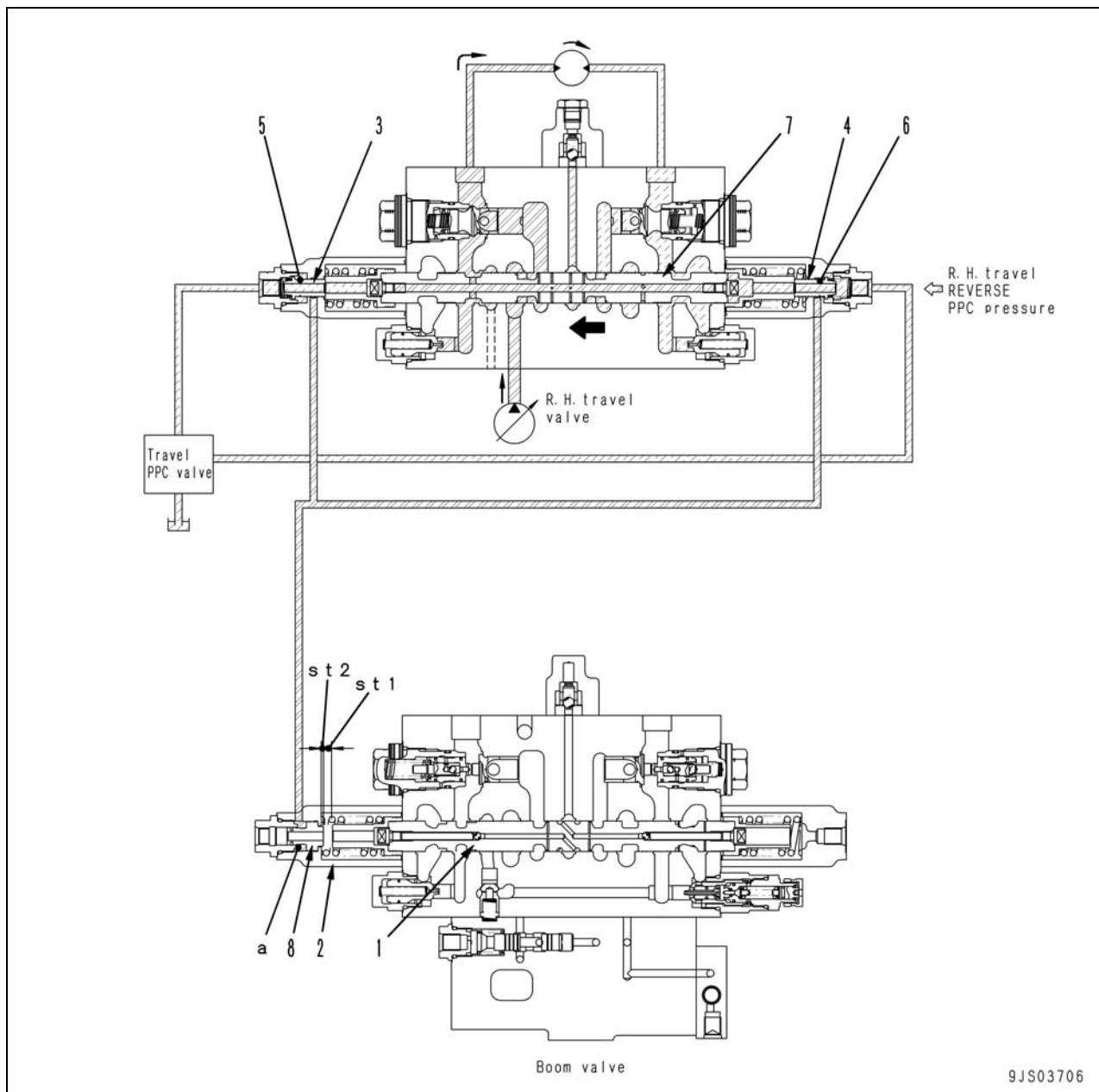
#### Function

- Regulates flow to each cylinder by controlling the stroke of each spool of the boom, arm, and bucket using the pilot pressure of travel PPC valve while climbing a steep grade, raising the boom, digging with arm, dumping, bucket-digging or operating dump.
- When controlling the stroke of the boom, arm and/or bucket, pilot pressure of travel PPC valve passes through the circuit inside the control valves to actuate the system.

#### Operation

- The oil in stroke regulation signal chamber (a) is drained through orifices (5) and (6) of pistons (3) and (4) in the travel spring case and the travel PPC valve.
- When operated for boom raising (or arm digging, dumping, bucket digging, dumping), spool (1) moves to the left until it makes contact with the end face of spring casing (2) (st0).

2. When travelling

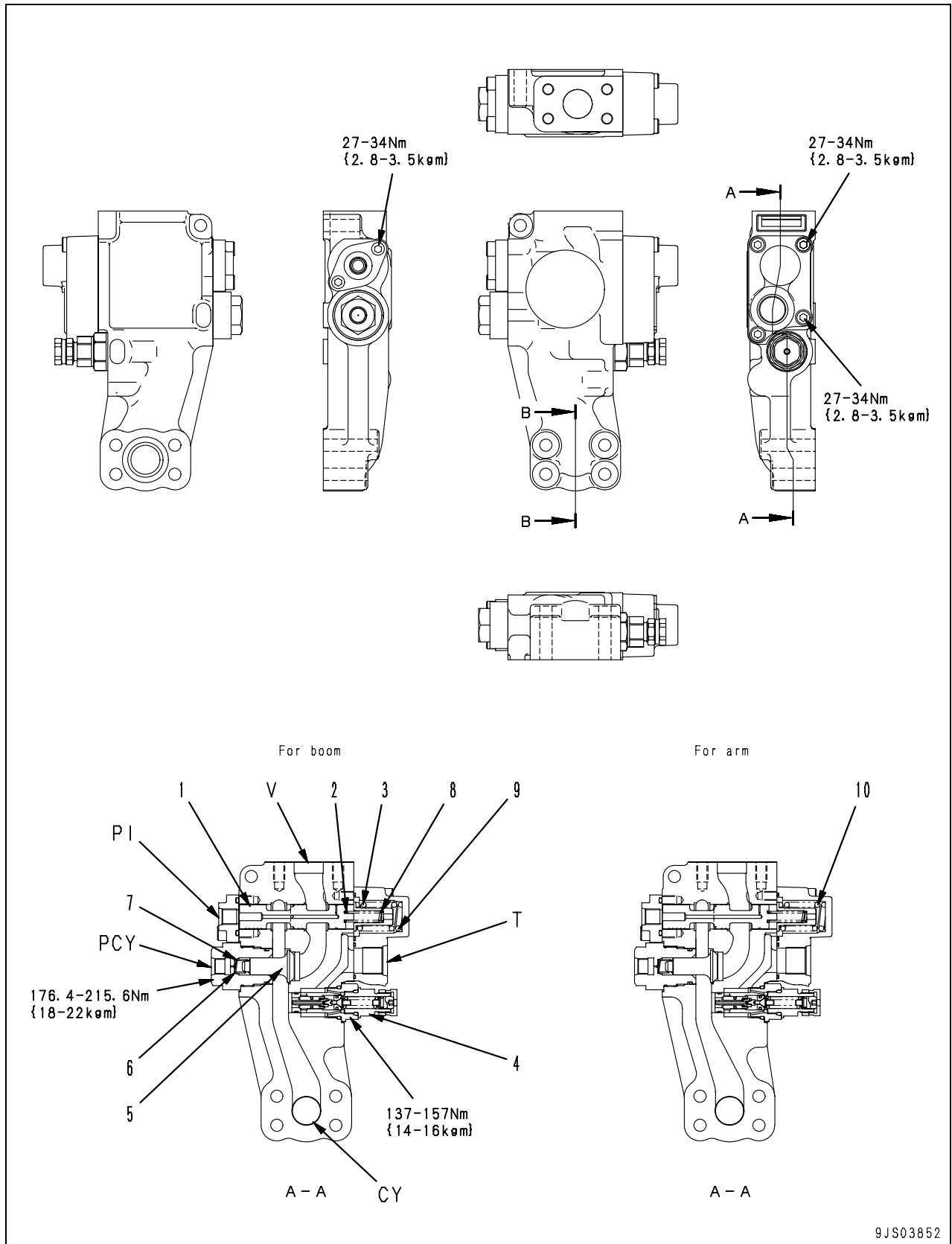


**Operation**

- If the right travel lever is set in the reverse (or forward) direction, pilot pressure from the PPC valve presses spool (7) to the left (or right).
- Spool (7) pushes piston (3) to close orifice (5) and shut off stroke regulation signal chamber (a) and the drain circuit of the travel PPC valve.
- At this time, the right travel reverse (or forward) lever is set, PPC pressure is applied through orifice (6) of piston (4) to the left end of piston (8) to push piston (8) to the right.
- When operated for boom raising (or arm IN, OUT, bucket curl, dump), spool (1) moves to the left.
- Maximum stroke of the spool is limited to (st1) for the amount of movement (st2) of piston (8) to the right.

### Hydraulic drift prevention valve

(For the boom and arm)



9JS03852

CY: To work equipment cylinder

PCY: For pressure pickup port and equalizer circuit

PI: From PPC valve

T: To tank

V: From control valve

1. Pilot spool
2. Spool (1st stage spool)
3. Spring (2nd stage spool)
4. Safety valve
5. Check valve
6. Spring

Unit: mm

No.	Check item	Criteria				Repair limit		Remedy
		Standard size		Installed load	Free length	Installed load		
	Free length x Outside diameter	Installed length						
7	Check valve spring	20.8 x 12.2	13.5	12.7 N {1.3 kg}	—	10.2 N {1.04 kg}	If damaged or deformed, replace spring.	
8	Spool return spring	41.1 x 9.6	35.0	58.8 N {6.0 kg}	—	47.1 N {4.8 kg}		
9	Spool return spring	41.9 x 25.8	41.0	78.5 N {8.0 kg}	—	62.8 N {6.4 kg}		
10	Spool return spring	44.6 x 25.6	41.0	181 N {18.5 kg}	—	145 N {14.8 kg}		

### Function

- Prevents the pressurized oil from reversing from the work equipment cylinder and the latter from a sudden drop if the piping bursts between the control valve and the work equipment cylinder.

### Operation

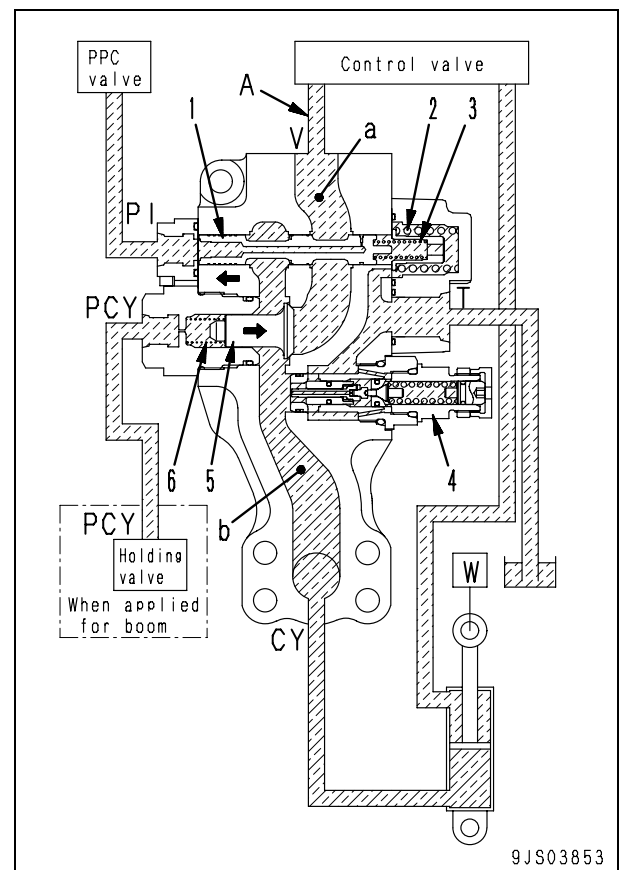
#### 1. When the work equipment lever is in neutral

##### When the piping is free of burst

- Check valve (5) is closed under the holding pressure of the cylinder led from port (CY) to chamber (b).
- Pilot pressure led to port (PI) from the PPC valve when in neutral is 0 kg/cm<sup>2</sup>.
- Spool (1) is pressed to the left by the force of springs (2) and (3)
- Chambers (a) and (b) are shut off.
- No pressurized oil flows between the control valve and the work equipment cylinder.
- Accordingly, the work equipment is held in position.
- If the work equipment cylinder has abnormally high pressure, safety valve (4) is actuated by the holding pressure of the work equipment cylinder.
- Chambers (b) of L.H. and R.H. hydraulic drift prevention valve for the boom are interconnected by port (PCY).
- Chambers (b) will have the same pressure if the L.H. and R.H. hydraulic drift prevention valves have a difference in leakage.

##### If the piping is bursted

- If piping (A) bursts between the control valve and the work equipment cylinder, chambers (a) and (b) are shut off same as when the piping has no burst.
- Pressure for the work equipment cylinder is held to prevent a sudden drop of the work equipment.



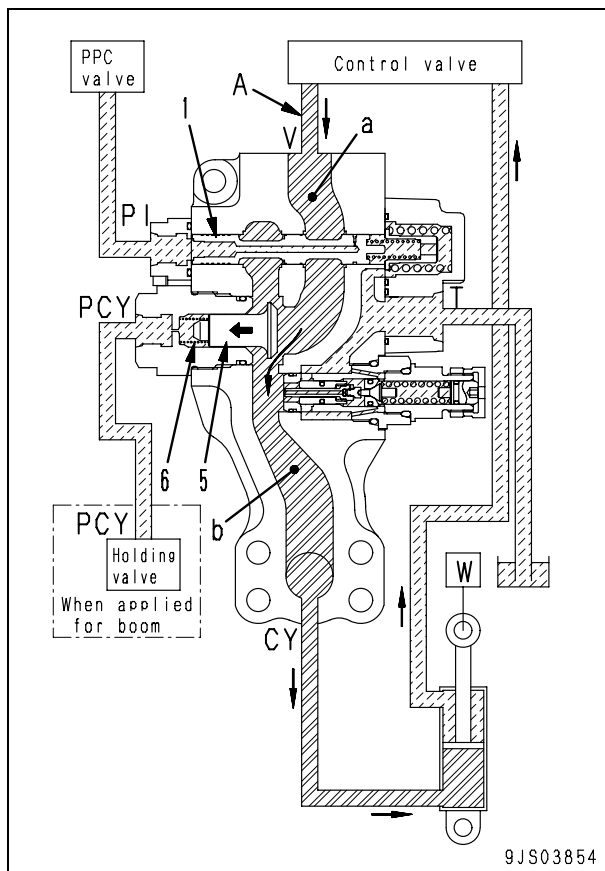
## 2. When pressurized oil flows from the main valve to the cylinder

### When the piping is free of burst

- Pressurized oil led to chamber (a) from the control valve becomes higher than the combined force of pressure from work equipment cylinder circuit chamber (b) and spring (6).
- Check valve (5) opens and chambers (a) and (b) are interconnected.
- Pressurized oil flows from the control valve to the work equipment cylinder.

### If the piping is bursted

- If piping (A) bursts between the control valve and the work equipment cylinder, pressurized oil in chamber (a) flows outside from the bursted portion.
- Pressure force in chamber (a) drops.
- Pressure force in chamber (a) drops lower than the combined pressure force of chamber (b) and spring (6).
- Check valve (5) closes and chambers (a) and (b) are cut off.
- Pressure for the work equipment cylinder is held to prevent a sudden drop of the work equipment.



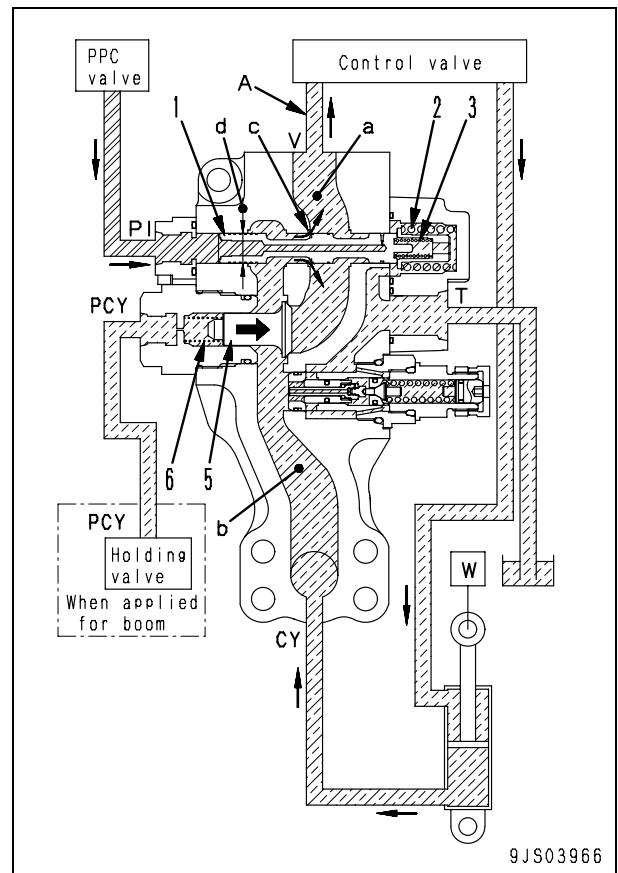
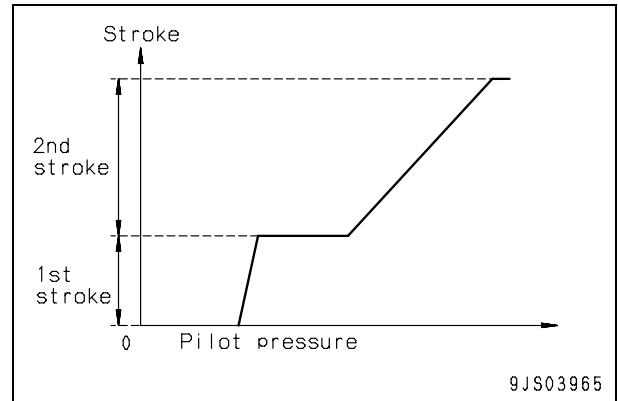
3. When returning pressurized oil to the main valve from the work equipment cylinder

When the piping is free of burst

- Holding pressure of the work equipment cylinder is led to chamber (b) and check valve (5) closes.
- Pilot pressure from the PPC valve is led to port (PI) and reaches [Pilot Pressure > Force of Spring (3)] (area of d).
- Spool (1) moves to the right to the standby position. (1st stage stroke)
- At this point, chambers (a) and (b) are not interconnected.
- Pilot pressure further rises, and reaches [Pilot pressure > Force of spring (2)] (area of d).
- Spool (1) moves further to the right, and chambers (a) and (b) are interconnected. (2nd stage stroke)
- Pressurized oil returns to the control valve from the work equipment cylinder.

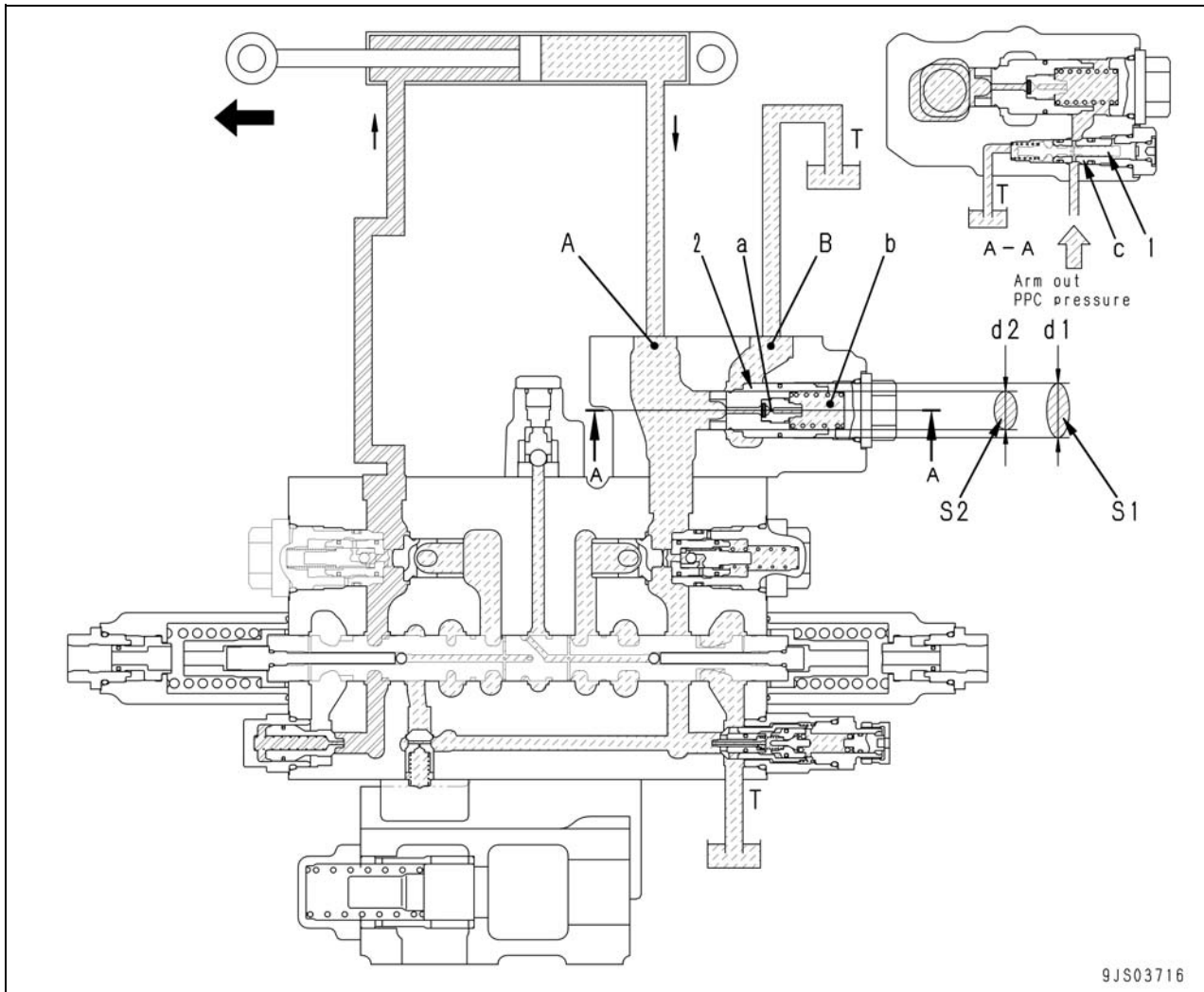
If the piping is bursted

- If piping (A) bursts between the control valve and the work equipment cylinder.
- Pressurized oil in chamber (a) flows out to the bursted portion but resupplied from chamber (b).
- Since pressurized oil flows via opening (c) of spool (1), a sudden drop of the cylinder is prevented.



## Quick return valve

### 1. When arm OUT



9JS03716

#### Function

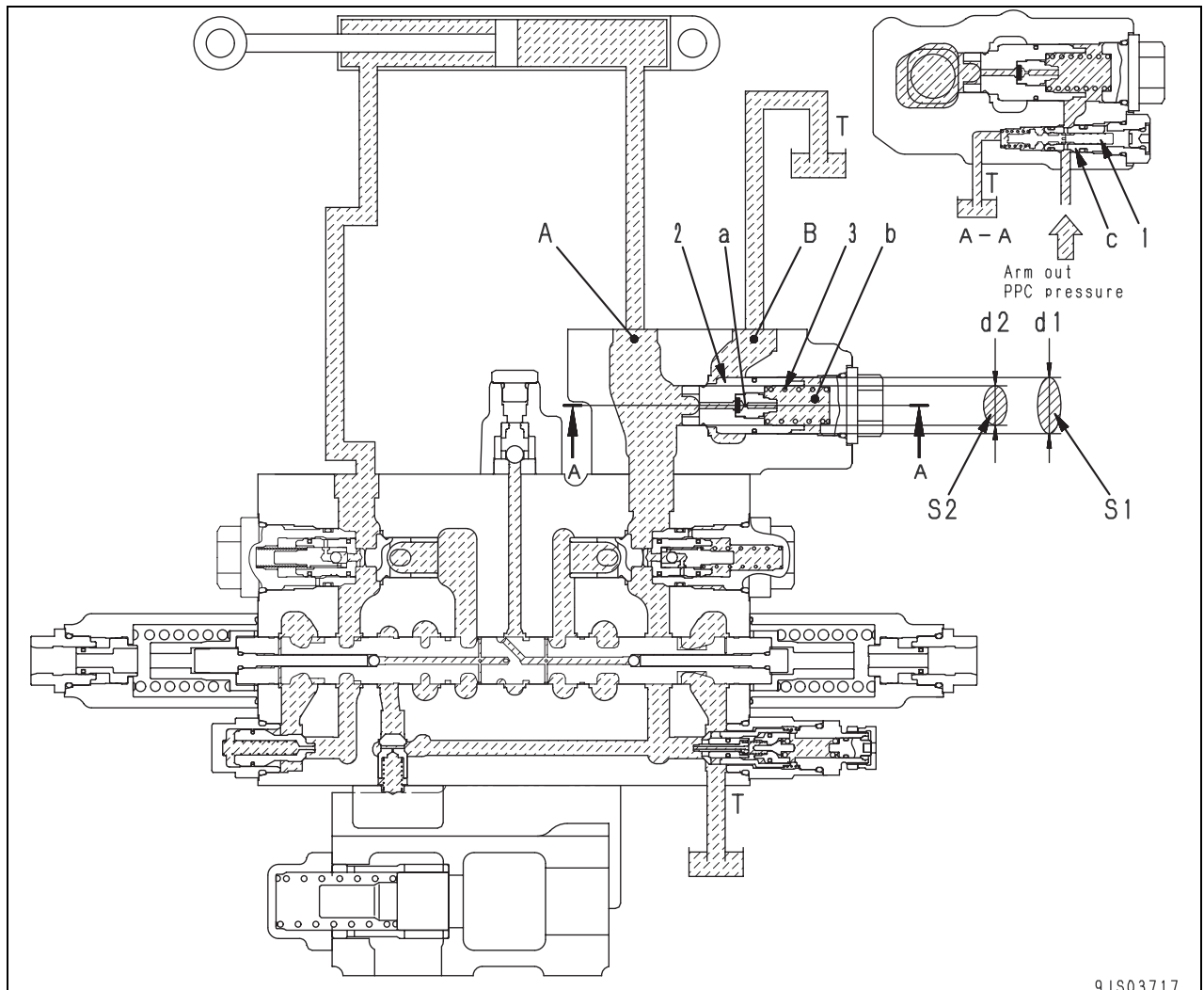
- When arm OUT, large volume of oil returns from the cylinder bottom.
- Reduces this pressure loss.

#### Operation

- When the arm IN is operated, pilot spool (1) is pushed under the pilot pressure from the PPC valve.
- Pressurized oil in chamber (b) inside the valve is drained via orifice (c).
- Pressurized oil of the arm bottom side flows to orifice (a) → chamber (b) → orifice (c) → drain (T), and the pressure in chamber (b) lowers.
- If the pressure of chamber (b) drops lower than that of port (A), pressure receiving force of the pressure receiving portion [ $\phi d2$  area (S2) (seat diameter area)] on the side of port (A) increases by the sum of the pressure receiving force of pressure receiving portion [ $\phi d1$  area (S1)] on the chamber (b) side of valve (2) and the spring force.
- Or ( $\phi d2$  pressure receiving force >  $\phi d1$  pressure receiving force + spring force)
- Valve (2) is pressed to the right and pressurized oil is led from port (A) to (B).
- From port (B), pressurized oil is drained directly to the tank.



## 2. When the arm is in neutral

**Operation**

- Returning the lever to neutral reduces the pilot pressure from the PPC valve to 0 kg/cm<sup>2</sup>.
- The pressurized oil that has flowed and been drained through orifice (a) in valve (2) is closed by pilot piston (1).
- The holding pressure on the arm bottom side works on the difference between areas (S2) and (S1) of valve (2) to the left.
- Valve (2) is closed by the total of this force and the force of spring (3), so ports (A) and (B) are shut off.

**Lift check valve**

**Function**

- This valve applies back pressure to the drain circuit to prevent generation of negative pressure on each actuator (motors, cylinders, etc.).

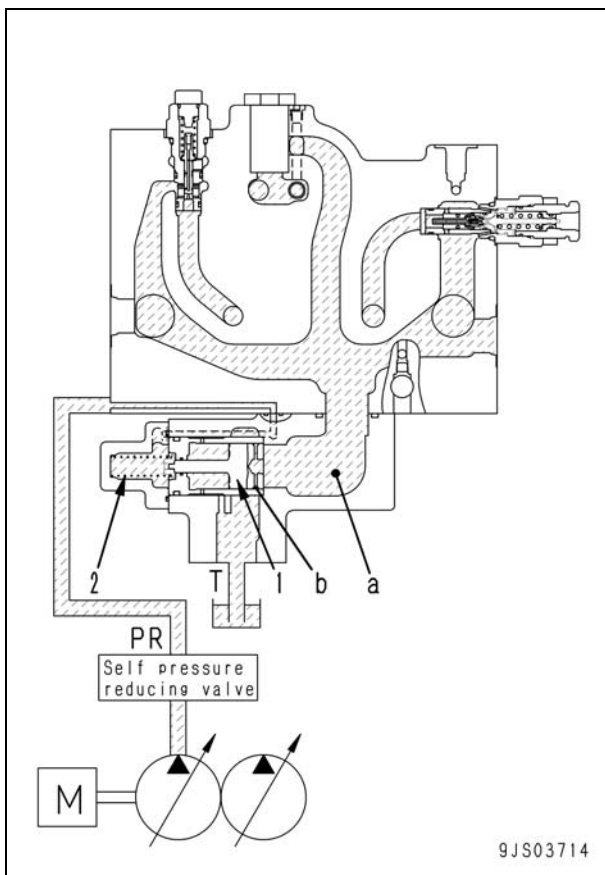
**Operation**

**1. While engine is stopped**

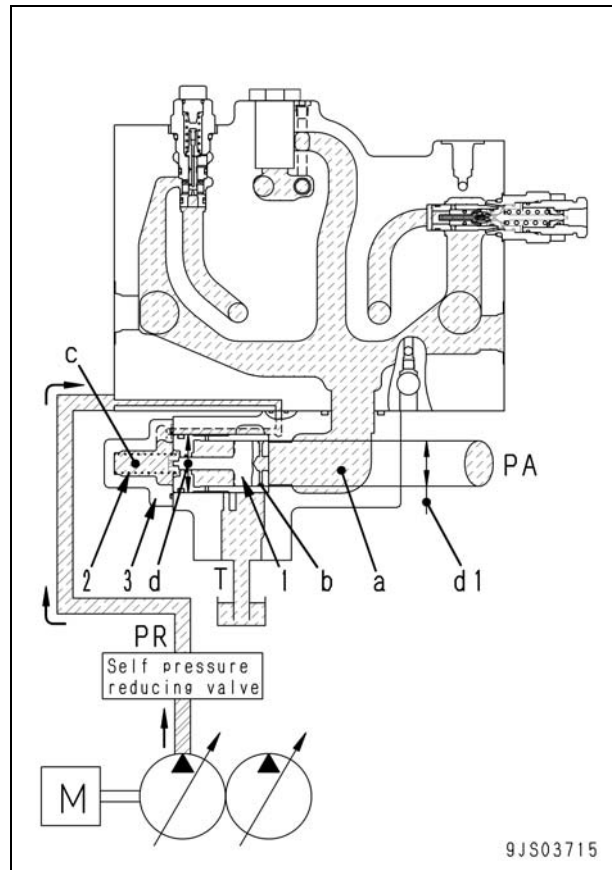
- Pressurized oil is not fed to the self pressure reducing valve from the pump, and valve (1) is pressed to the right by the force of spring (2).
- Drain circuit (a) of the control valve is connected with port (T) through orifice (b) of valve (1).

**2. While engine is running**

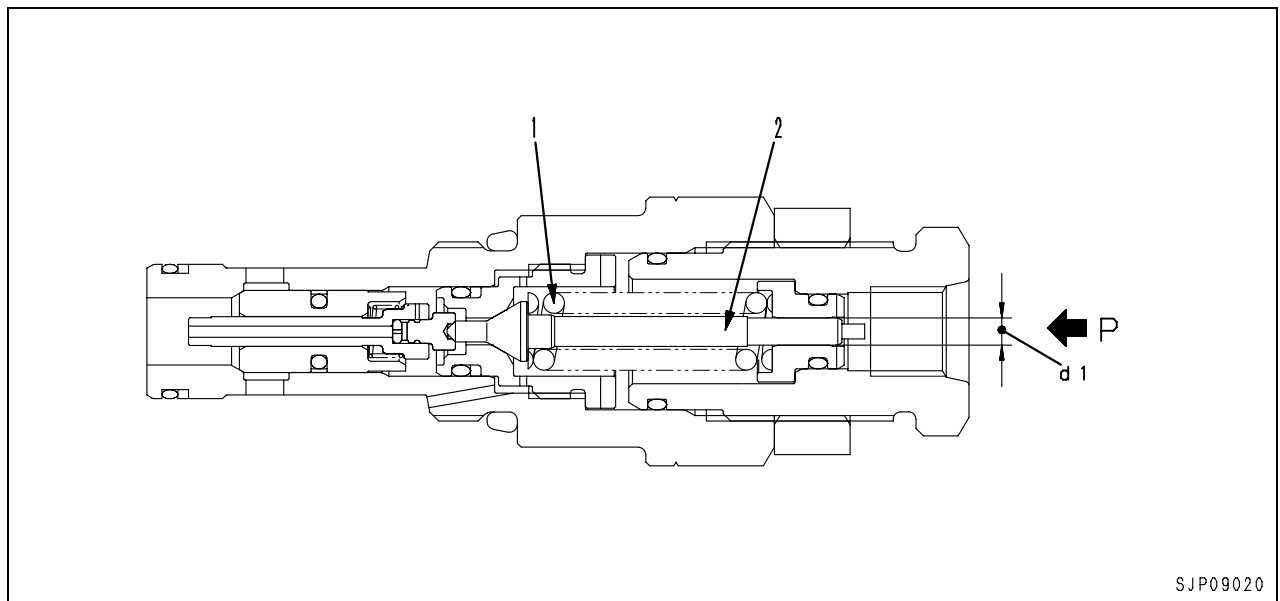
- Output pressure (PR) of the self pressure reducing valve is applied via the control valve to spring chamber (c) of back pressure valve (3).
- Output pressure (PR) applied to spring chamber (c) is applied to the left end of valve (1) (area of  $\phi d$ ) to push valve (1) to the right.
- At this time, pressure (PA) of drain circuit (a) of the control valve is applied to the right end of valve (1) (area of  $\phi d1$ ) to push valve (1) to the left.
- Valve (1) strikes balance to make the back pressure equal to (PA) in the equation below.



$$PA = \frac{(\text{Area of } \phi d) \times PR + \text{force of spring (2)}}{\text{Area of } \phi d1}$$



## Main relief valve



1. Spring
2. Poppet

### Function

- Set pressure of the relief valve is in two stages.
- When power is needed, pilot pressure (P) is turned ON and the set pressure becomes higher.

### Operation

- The set pressure of relief valve is determined by spring (1) installed load. (1st stage)
- Respective setting is not required for both the 1st and 2nd stages. Setting the 1st stage completes the setting of the 2nd stage.

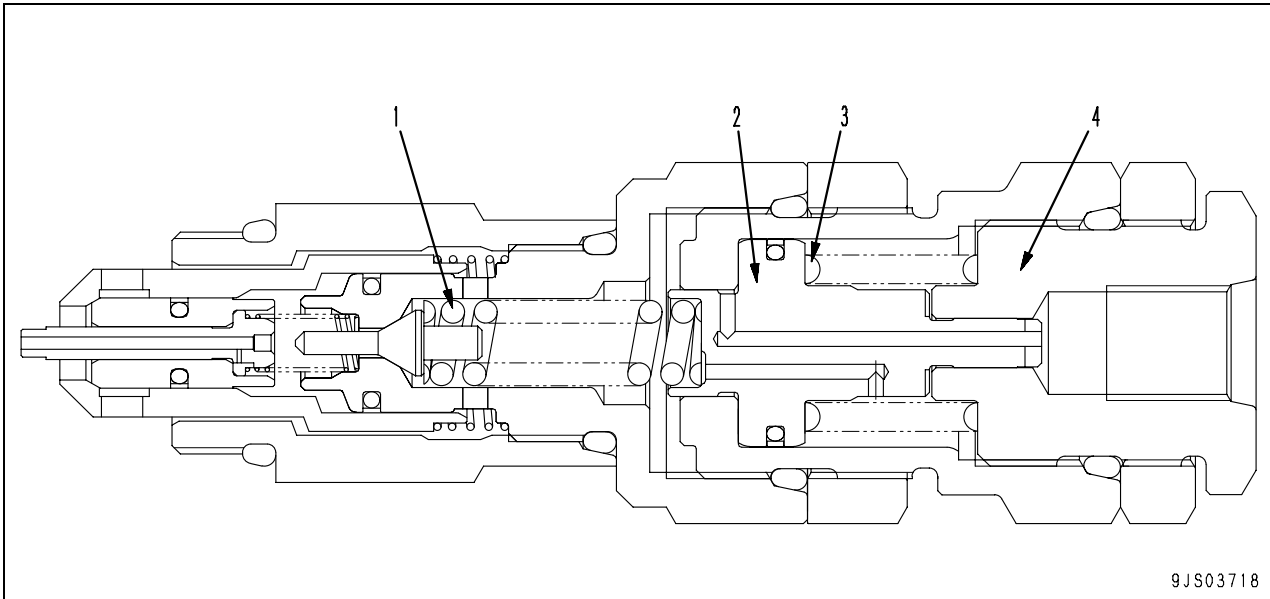
#### 1. If pilot pressure (P) is OFF: Low-pressure setting

Set pressure is determined by spring (1) installed load.

#### 2. If pilot pressure (P) is ON: High-pressure setting

Spring (1) installed load is added with pilot pressure (P) applied to the area of poppet diameter (d1), raising the set pressure to higher level.

**2-stage safety-suction valve**  
**[Installed to port (B) of the service valve]**



- 1. Spring
- 2. Piston
- 3. Spring
- 4. Holder

**Function**

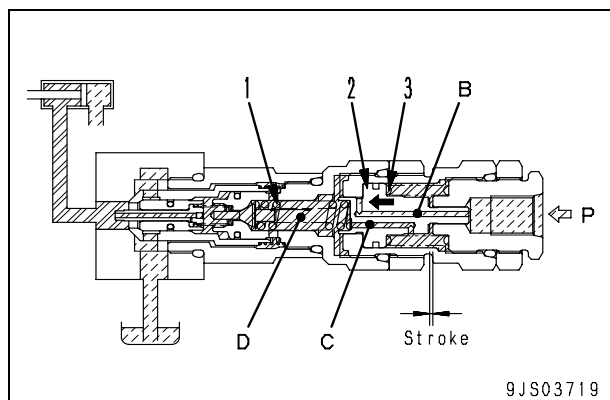
- Enables to provide the safety valve set pressure in two stages, and make the low-pressure setting smaller.
- Enables to relieve a load without lever operation if high load is applied to the cylinder.
- Improves work efficiency and reduces machine body vibration.

**Operation**

- The safety set pressure is determined by spring (1) installed load.

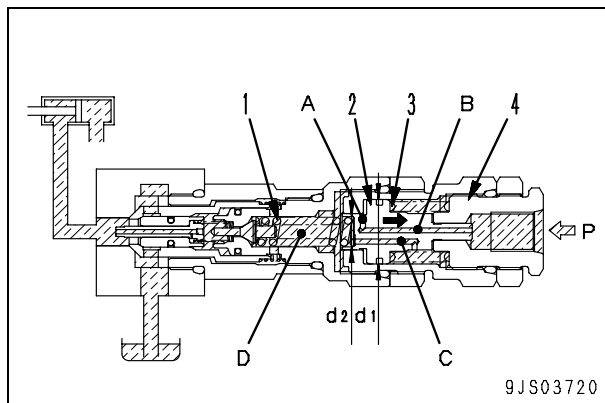
**1. If pilot pressure is OFF (high-pressure setting)**

- Since pilot pressure (P) is OFF, piston (2) is pressed to the left by spring (3). [Spring (1) installed load < spring (3) installed load]
- Spring (1) installed load becomes maximum and the set pressure rises.
- Passage (B) is interconnected to the drain circuit via passage (C) and chamber (D).



## 2. If pilot pressure is ON (low-pressure setting)

- If the pilot pressure (P) is ON, the pilot pressure is led to section (A) via passage (B).
- Piston (2) works on the pressure-receiving bore portion [(d2) — (d1)] of section (A).
- This pilot pressure contracts spring (3), and piston (2) moves to the right until making contact with holder (4).
- Spring (1) stretches, installed load is reduced, and the set pressure lowers.
- Pressurized oil proportionate to the piston stroke is drained via passage (C) and chamber (D).



PC290LC, 290NLC-8 Hydraulic excavator

Form No. UEN00009-00

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# HYDRAULIC EXCAVATOR

## PC290LC-8 PC290NLC-8

### Machine model      Serial number

PC290LC-8	K50001 and up
PC290NLC-8	K50001 and up

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## 10 Structure, function and maintenance standard

### Hydraulic system, Part 3

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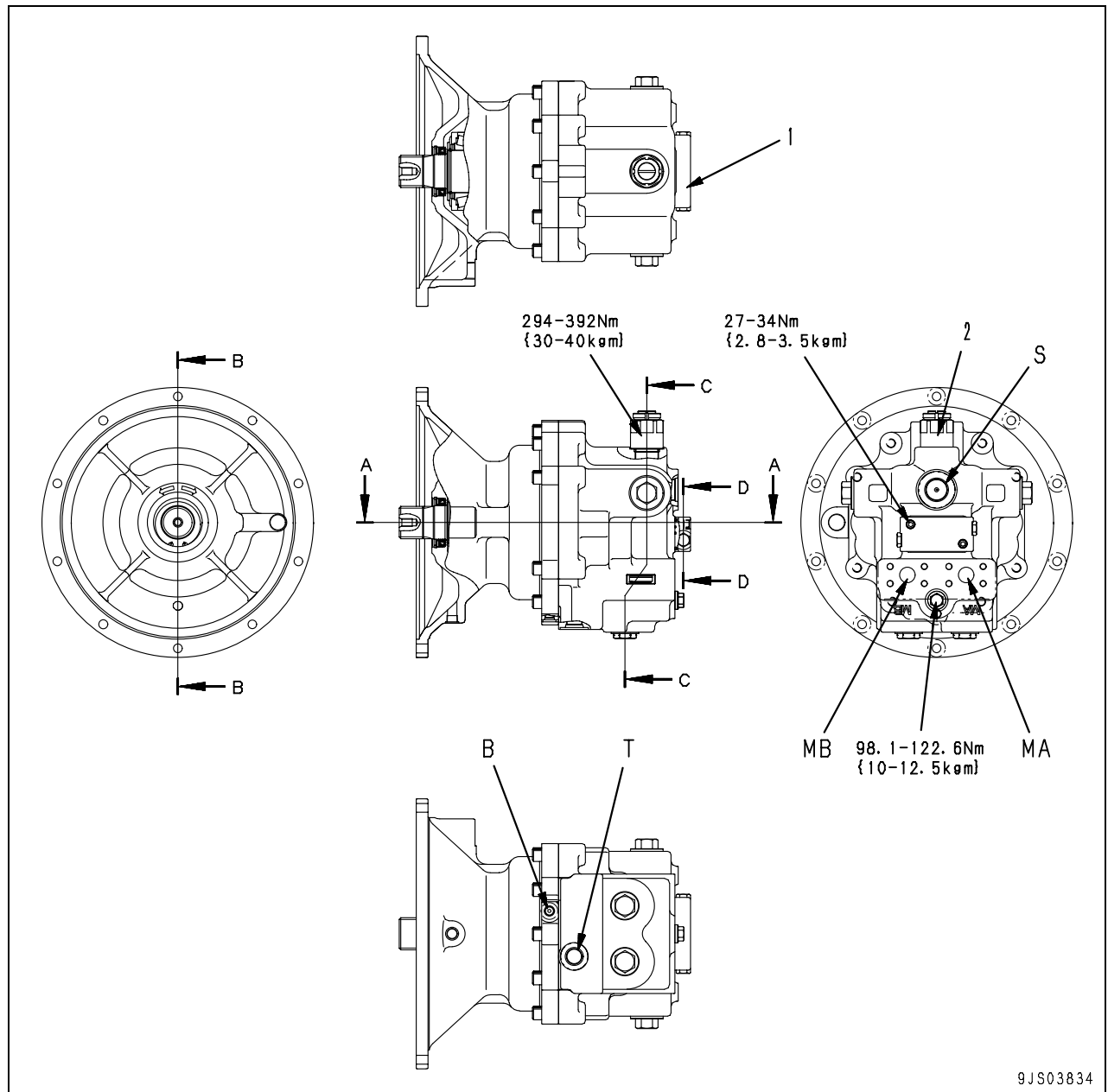




## Hydraulic system, Part 3

### Swing motor

Type: KMF230ABE-5

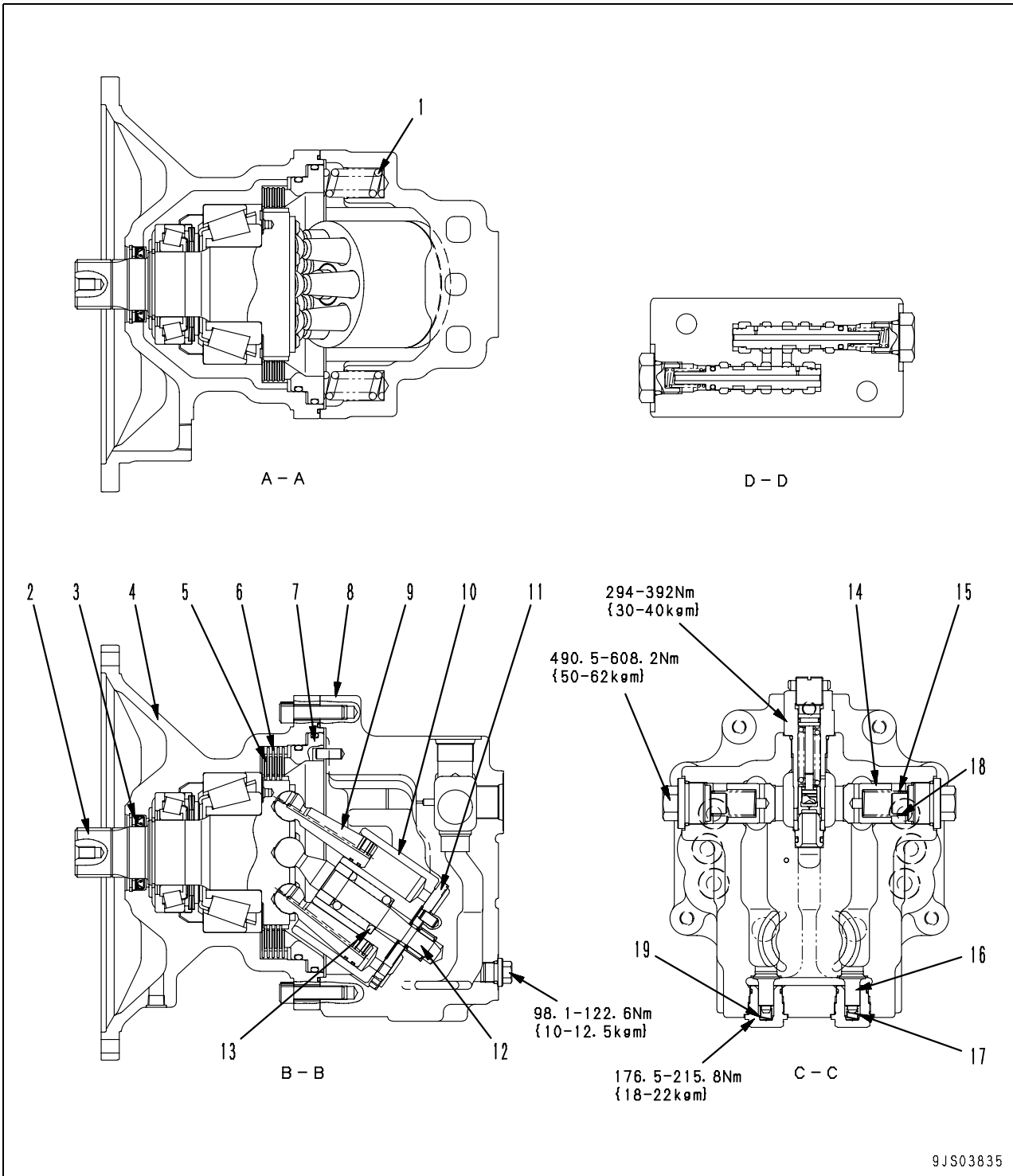


B: From swing holding brake solenoid valve  
 MA: From control valve  
 MB: From control valve  
 S: From control valve  
 T: To tank

1. Reverse prevention valve
2. Safety valve

#### Specifications

Type : KMF230ABE-5  
 Theoretical displacement : 229.4 cm<sup>3</sup>/rev  
 Safety valve set pressure : 27.9 MPa {285 kg/cm<sup>2</sup>}  
 Rated engine speed : 1,130 rpm  
 Brake release pressure : 1.9 MPa {19 kg/cm<sup>2</sup>}



1. Brake spring
2. Drive shaft
3. Spacer
4. Case
5. Disc
6. Plate
7. Brake piston
8. Housing
9. Piston
10. Cylinder block
11. Valve plate
12. Center shaft
13. Center spring
14. Check valve
15. Check valve spring
16. Shuttle valve
17. Shuttle valve spring

Unit: mm

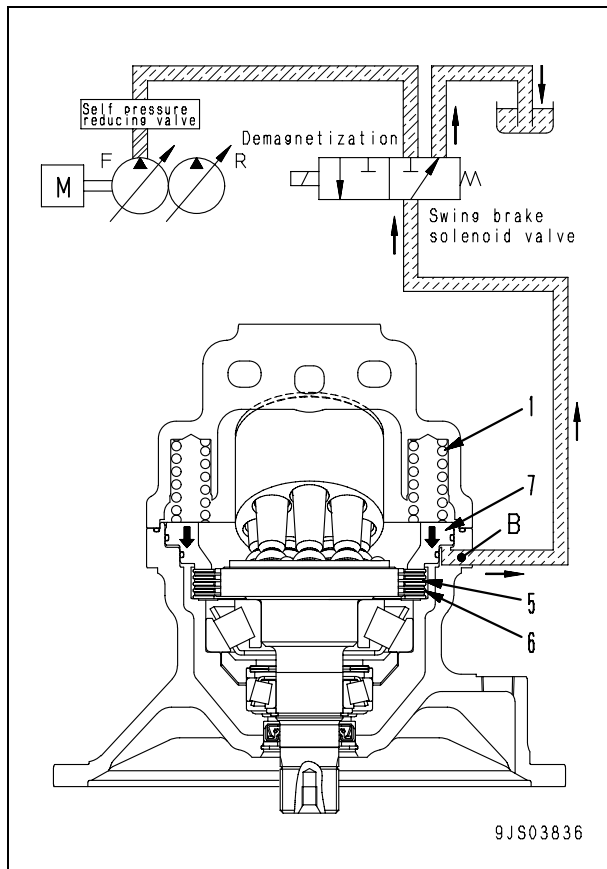
No.	Check item	Criteria					Remedy
		Standard size			Repair limit		
		Free length x Outside diameter	Installed length	Installed load	Free length	Installed load	
18	Check valve spring	66.5 x 25.6	45.0	6.96 N {0.71 kg}	—	5.59 N {0.57 kg}	If damaged or deformed, replace spring.
19	Shuttle valve spring	24.5 x 11.6	14.5	7.45 N {0.76 kg}	—	5.98 N {0.61 kg}	

**Swing holding brake**

**1. When solenoid valve is de-energized**

**Operation**

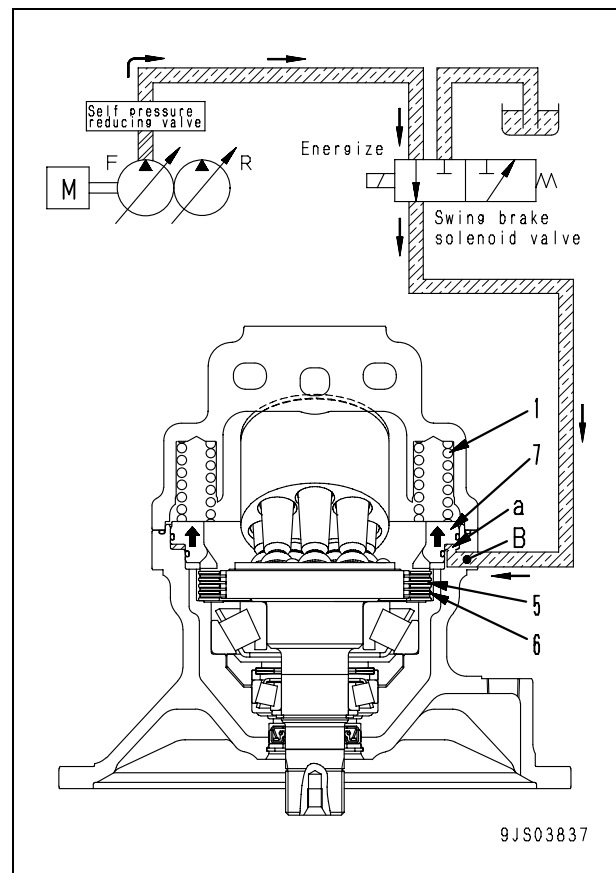
- As the swing holding brake is de-energized, the pressurized oil from the self pressure reducing valve is shut off.
- Port (B) is connected to tank circuit (T).
- Brake piston (7) is pushed down by brake spring (1).
- Disc (5) and plate (6) are pushed together, and the brake is applied.



**2. When solenoid valve is energized**

**Operation**

- As the swing brake solenoid valve is energized, the valve is switched.
- The pressurized oil from the self pressure reducing valve is conducted brake chamber (a) via port (B).
- After entering chamber (a), the pressurized oil compresses brake spring (1) and pushes brake piston (7) up.
- Disc (5) is separated from plate (6), releasing the brake.



## Relief valve portion

### Outline

- The relief valve portion consists of check valves (2) and (3), shuttle valves (4) and (5), and relief valve (1).

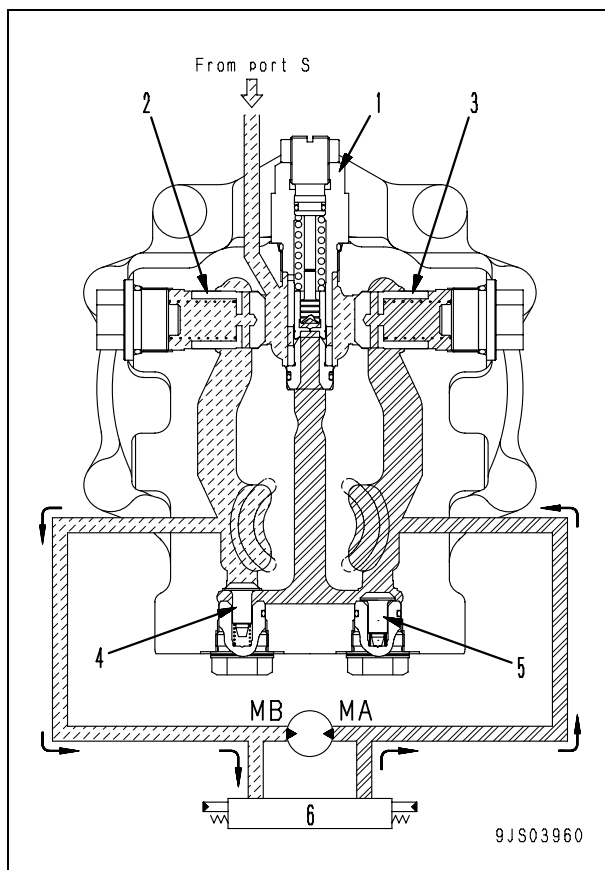
### Function

- When the machine is in the swing holding mode, control valve (6) closes the motor outlet circuit, but the motor rotation is continued by inertial force.
- The motor output, therefore, is abnormally increased, resulting in damaging the motor.
- In order to prevent the motor damages, the relief valve relieves the abnormally high pressure to port (S) from the motor outlet side (high-pressure side) of the motor.

### Operation

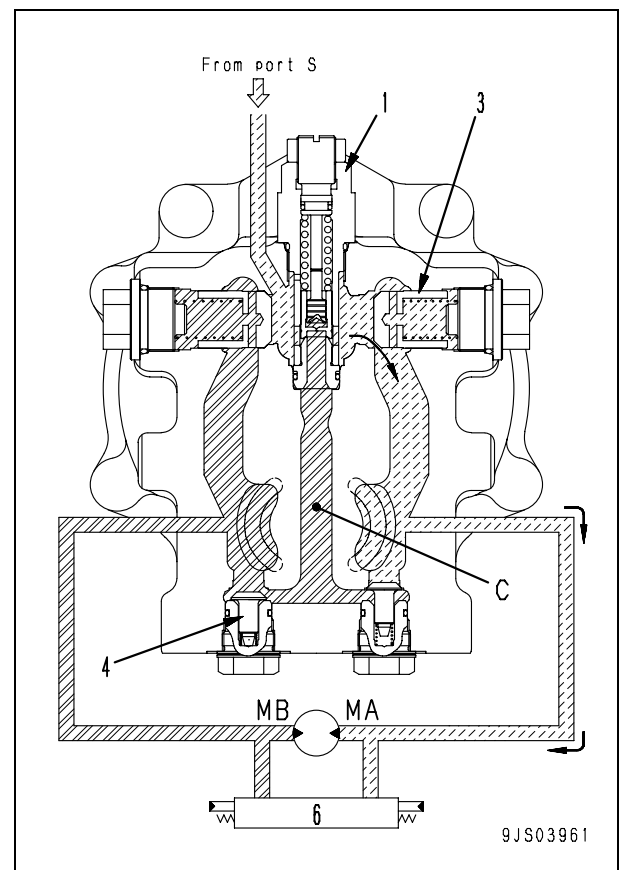
#### 1. When starting swing

- When the swing control lever is operated to the right- swing, the pressurized oil from the pump is supplied to port (MA) through control valve (6).
- The pressure on port (MA) rises, the starting torque is generated in the motor, and the motor starts to rotate.
- The pressurized oil from the outlet port of the motor passes from port (MB) through the control valve (6) and returns to the tank.

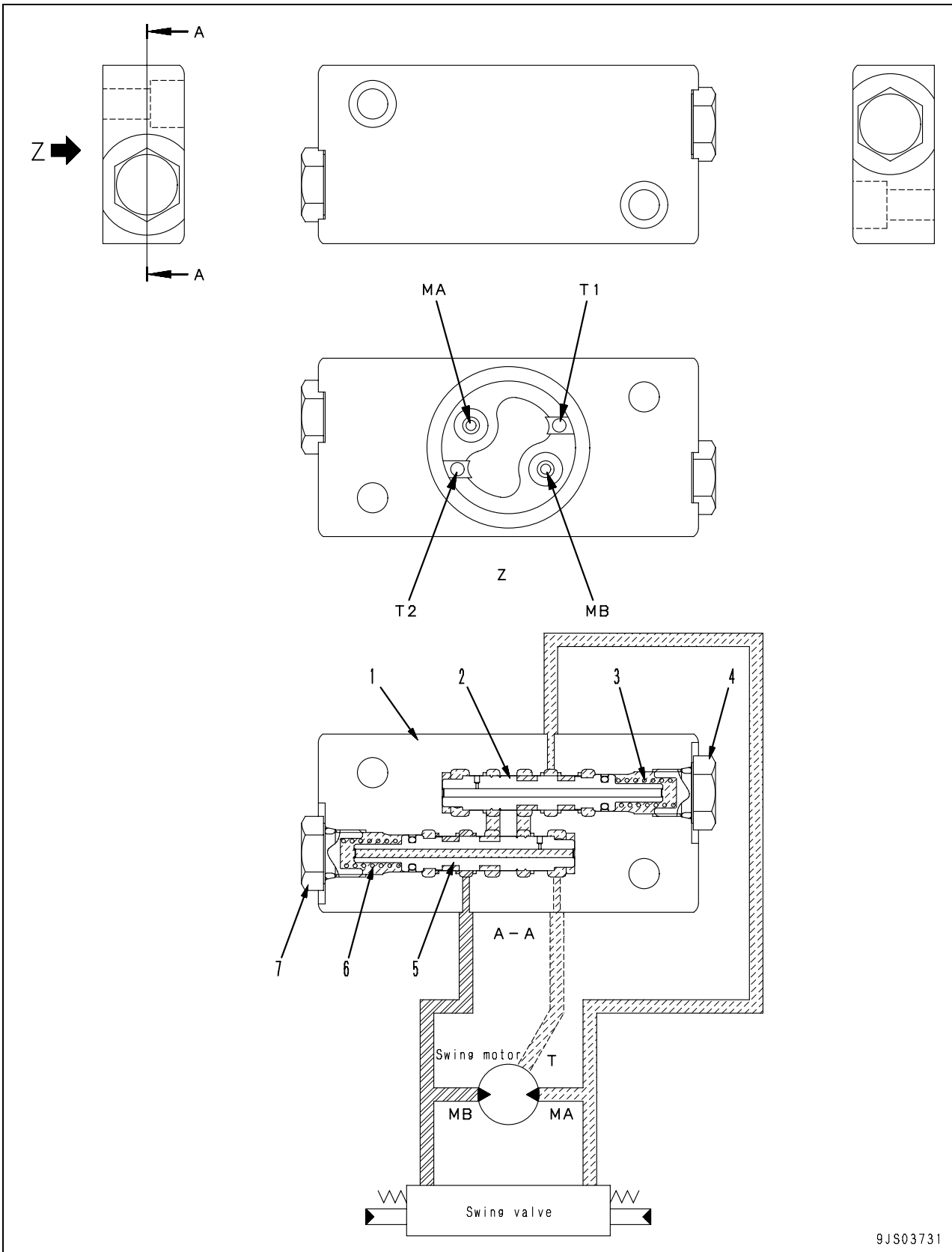


#### 2. When swing is stopped

- When the swing control lever is returned to neutral, the supply of pressurized oil from the pump to port (MA) is stopped.
- The pressurized oil from the motor outlet can't return to the tank since the returning circuit to the tank is closed from control valve (6). Thus, pressure on port (MB) increases.
- Rotation resistance is generated on the motor and hence the brake starts working.
- Shuttle valve (4) is pressed as pressure on port (MB) goes above port (MA).
- The pressure on chamber (C) is increased to the set pressure of relief valve (1) and becomes the same as that of port (MB).
- A high braking torque works on the motor, thereby stopping the motor.
- When relief valve (1) is being actuated, the relieved pressurized oil and the pressurized oil from port (S) are fed to port (MA) through check valve (3).
- Above prevents cavitation on port (MA).



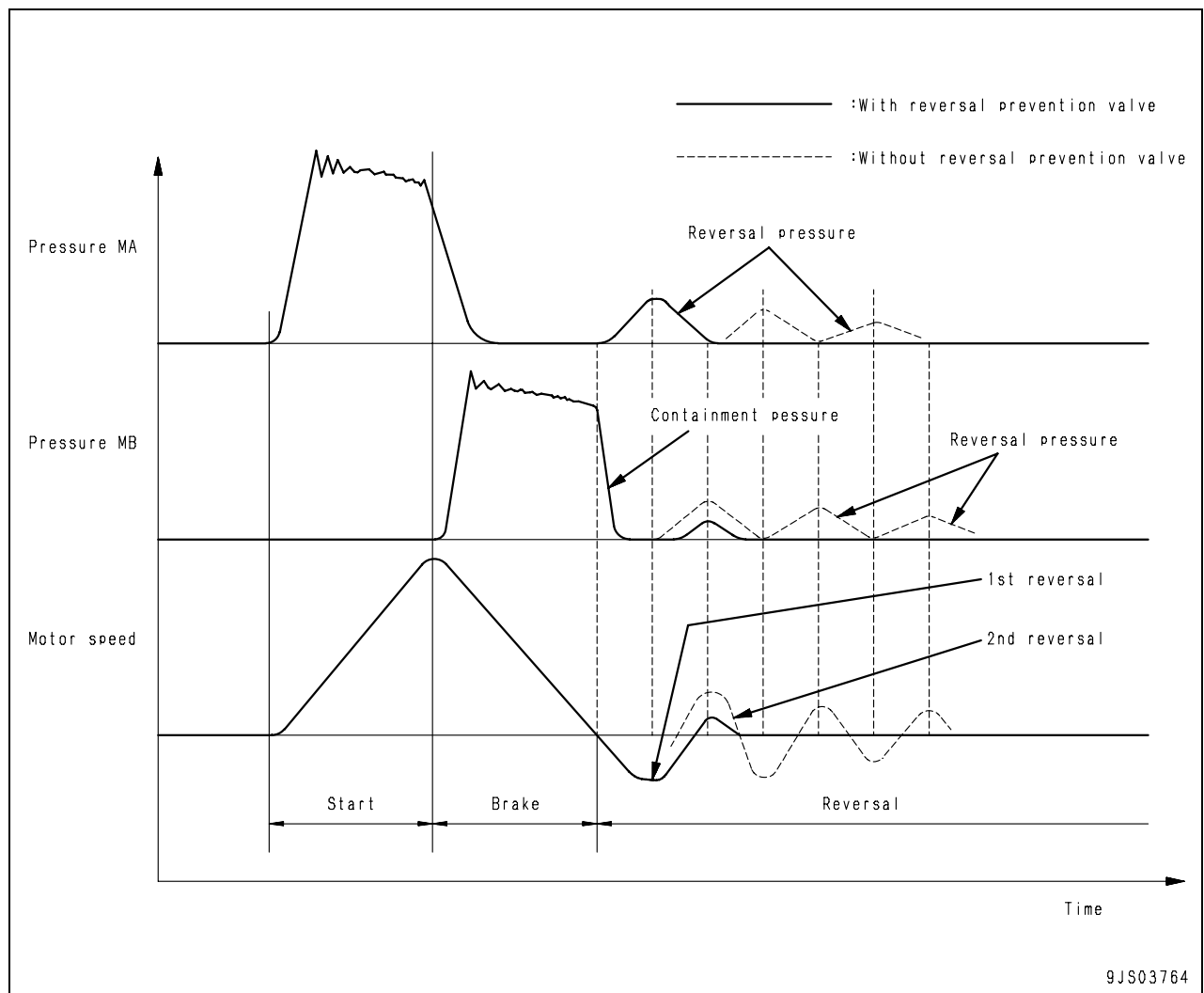
Reverse prevention valve



MA: From control valve  
 MB: From control valve  
 T1: To tank  
 T2: To tank

1. Valve body
2. Spool (MA side)
3. Spring (MA side)
4. Plug (MA side)
5. Spool (MB side)
6. Spring (MB side)
7. Plug (MB side)

**Explanatory drawing of effects**



9JS03764

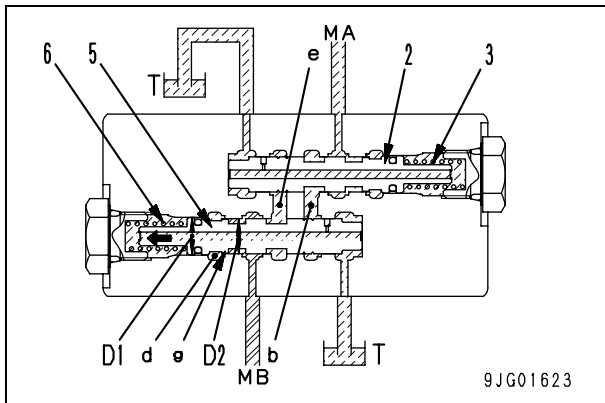
**Function**

- This valve reduces the swing back generation in the swing body by the inertia of the swing body, the backlash and rigidity of the machinery system, and the compression of the hydraulic oil when the swing is stopped.
- The valve contributes in preventing collapsing of load when the swing is stopped and also contributes in reducing cycle time (enhances the positioning performance, enabling you to proceed to the next work quicker than ever).

**Operation**

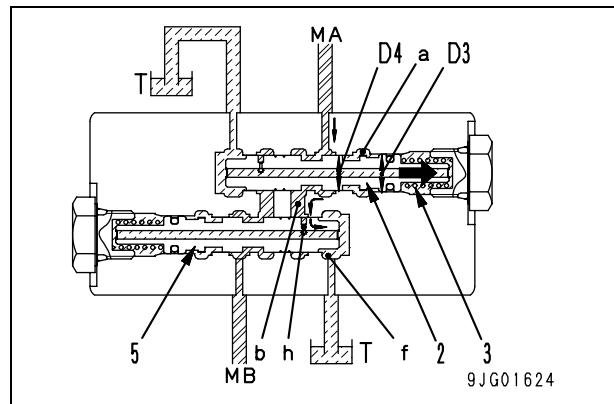
**1. When port (MB) brake pressure is generated**

- Pressure (MB) is conducted to chamber (d) via notch (g).
- The pressure compresses spring (6) by use of the difference in areas of circles ( $\phi D1 > \phi D2$ ) of spool (5) and moves spool (5) to the left side.
- Port (MB) → chamber (e) will be interconnected.
- Since pressure (MA) is lower than the set pressure of spring (3), spool (2) does not move and the pressurized oil is kept in. Thus the braking force is ensured.



**2. When motor is stopped temporarily**

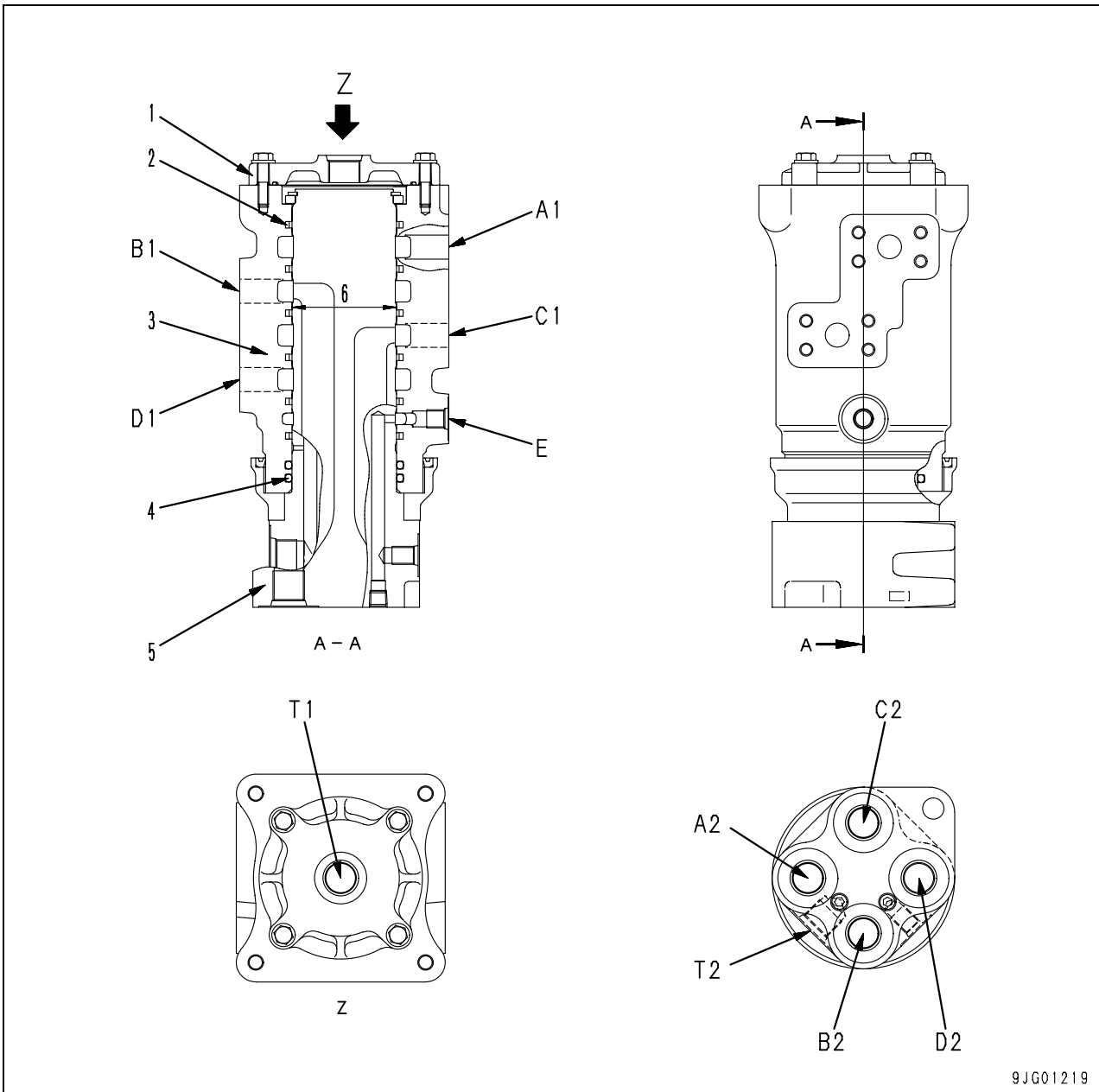
- The motor rotation is reversed by the closing pressure generated at port (MB). (1st time: reverse rotation)
- Reversing pressure is generated on port (MA). Pressure (MA) is conducted to chamber (a).
- The pressure compresses spring (3) by use of the difference in areas of circles ( $\phi D3 > \phi D4$ ) of spool (2) and moves spool (2) to the right side.
- Port (MA) → chamber (b) will be interconnected.
- Then ports (b) and (f) will be interconnected through the drilled hole (h) on spool (5). This interconnection bypasses the reversing pressure on port (MA) to port (T), thereby preventing the reverse rotation of the 2nd time.







### Center swivel joint



9JG01219

1. Cover
2. Slipper seal
3. Body
4. O-ring
5. Shaft

A1 : To L.H. travel motor port (PB)  
 A2 : From control valve port (A5)  
 B1 : To L.H. travel motor port (PA)  
 B2 : From control valve port (B5)  
 C1 : To R.H. travel motor port (PA)  
 C2 : From control valve port (A2)  
 D1 : To R.H. travel motor port (PB)  
 D2 : From control valve port (B2)  
 E : To L.H. and R.H. travel motors port (P)  
 T1 : From L.H. and R.H. travel motors port (T)  
 T2 : To tank

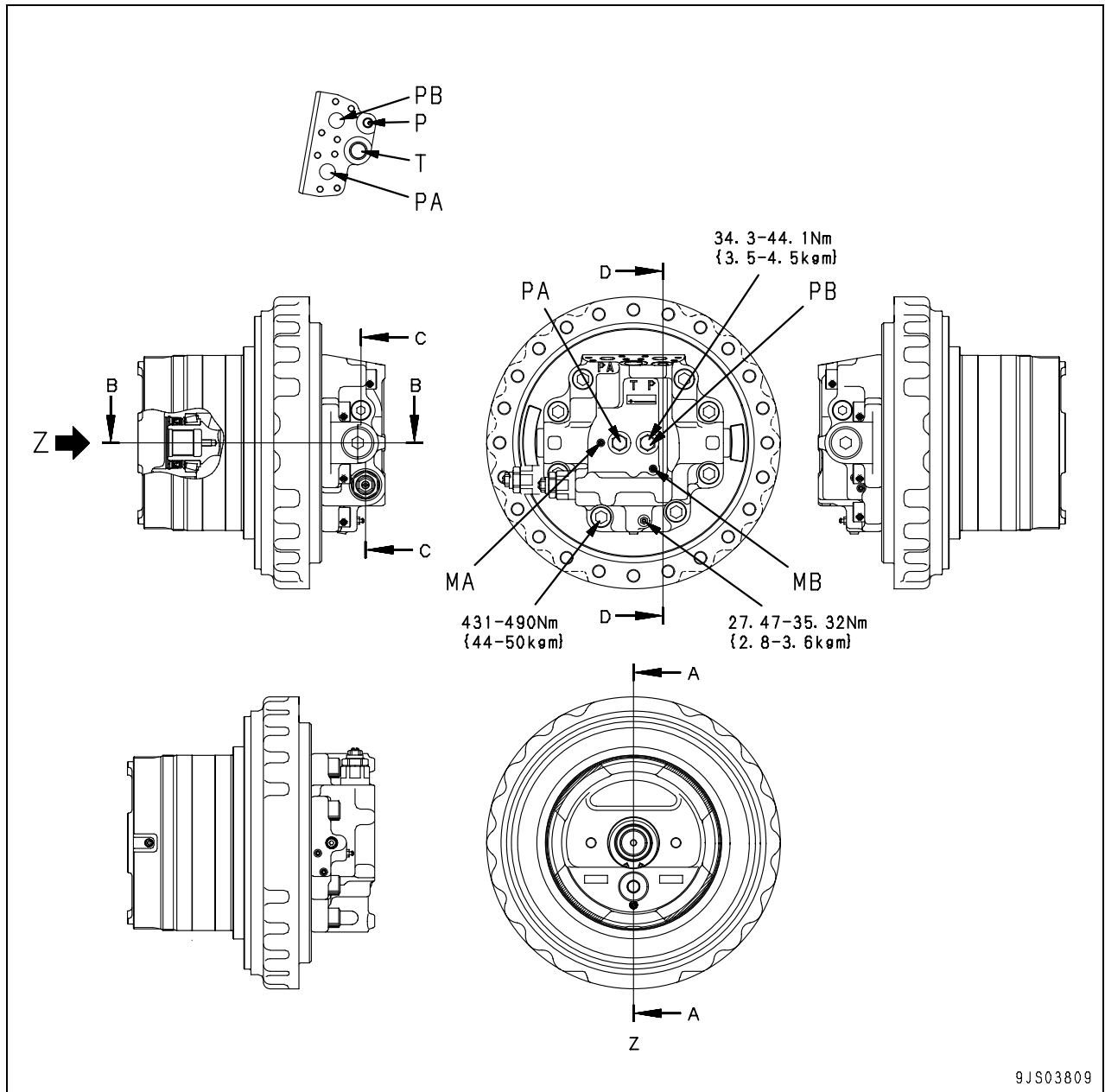
Unit: mm

No.	Check item	Criteria			Remedy
		Standard size	Standard clearance	Clearance limit	
6	Clearance between rotor and shaft	80	—	—	Replace



# Travel motor

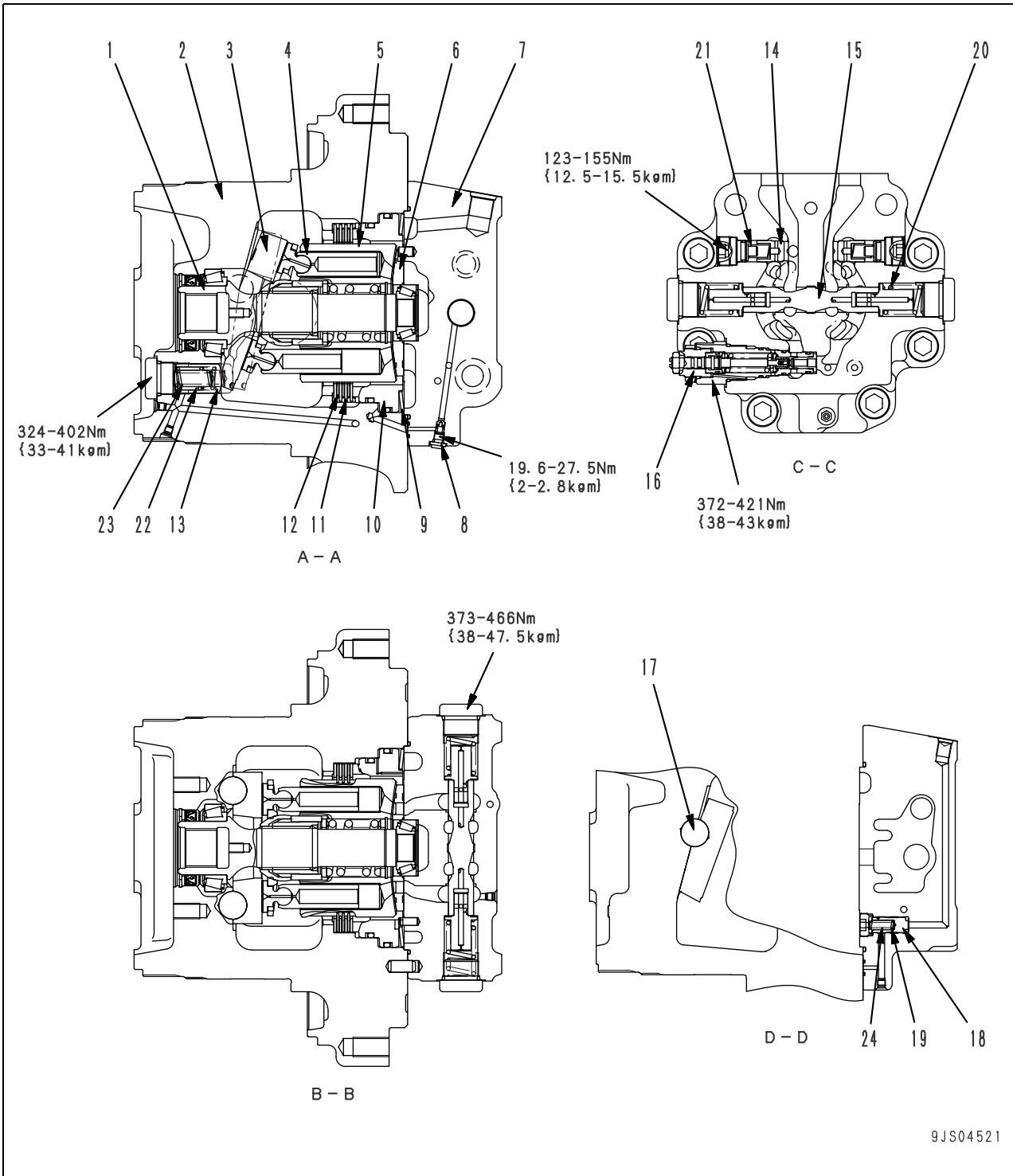
Type: HMV160ADT-3



- MA: MA pressure detection port
- MB: MB pressure detection port
- P: From travel speed solenoid valve
- PA: From control valve
- PB: From control valve
- T: To tank

### Specifications

Type	: HMV160ADT-3
Theoretical displacement	
(Min.)	: 85.3 cm <sup>3</sup> /rev
(Max.)	: 151.1 cm <sup>3</sup> /rev
Rated pressure	: 37.3 MPa {380 kg/cm <sup>2</sup> }
Rated speed	
(Capacity min.)	: 1,407 rpm
(Capacity max.)	: 1,586 rpm
Brake release pressure	: 1.18 MPa {12 kg/cm <sup>2</sup> }
Travel speed selector pressure	
(differential pressure)	: 0.78 MPa {8 kg/cm <sup>2</sup> }



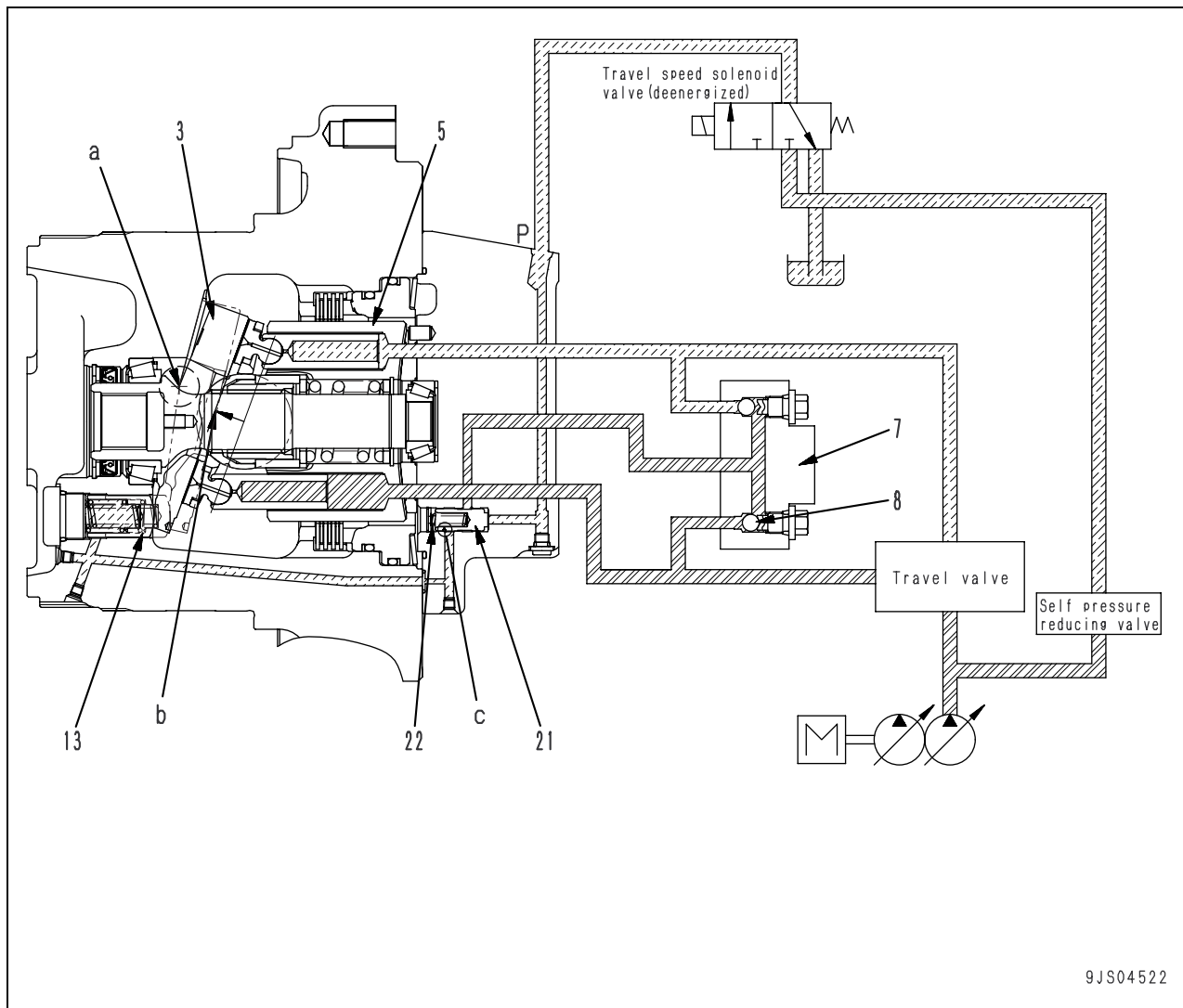
1. Output shaft
2. Motor case
3. Rocker cam
4. Piston
5. Cylinder block
6. Valve plate
7. End cover
8. Slow return valve
9. Brake spring
10. Brake piston
11. Plate
12. Disc
13. Regulator piston
14. Check valve
15. Counterbalance valve
16. Safety valve
17. Ball
18. Regulator valve
19. Spring

Unit: mm

No.	Check item	Criteria					Remedy
		Standard size			Repair limit		
		Free length x Outside diameter	Installation length	Installed load	Free length	Installed load	
20	Spool return spring	58.43 x 30.0	42.0	427 N {43.5 kg}	—	341 N {34.8 kg}	If damaged or deformed, replace spring.
21	Check valve spring	33.0 x 13.8	23.0	1.27 N {0.13 kg}	—	0.98 N {0.10 kg}	
22	Regulator piston spring (Large)	61.1 x 23.2	43.9	221 N {22.5 kg}	—	177 N {18.0 kg}	
23	Regulator piston spring (Small)	65.3 x 16.2	52.9	118 N {12 kg}	—	94.1 N {9.6 kg}	
24	Regulator valve spring	29.6 x 9.0	26.0	98.1 N {10.0 kg}	—	78.5 N {8.0 kg}	

## Operation of motor

## 1) At slow speed (motor swash plate angle at maximum)

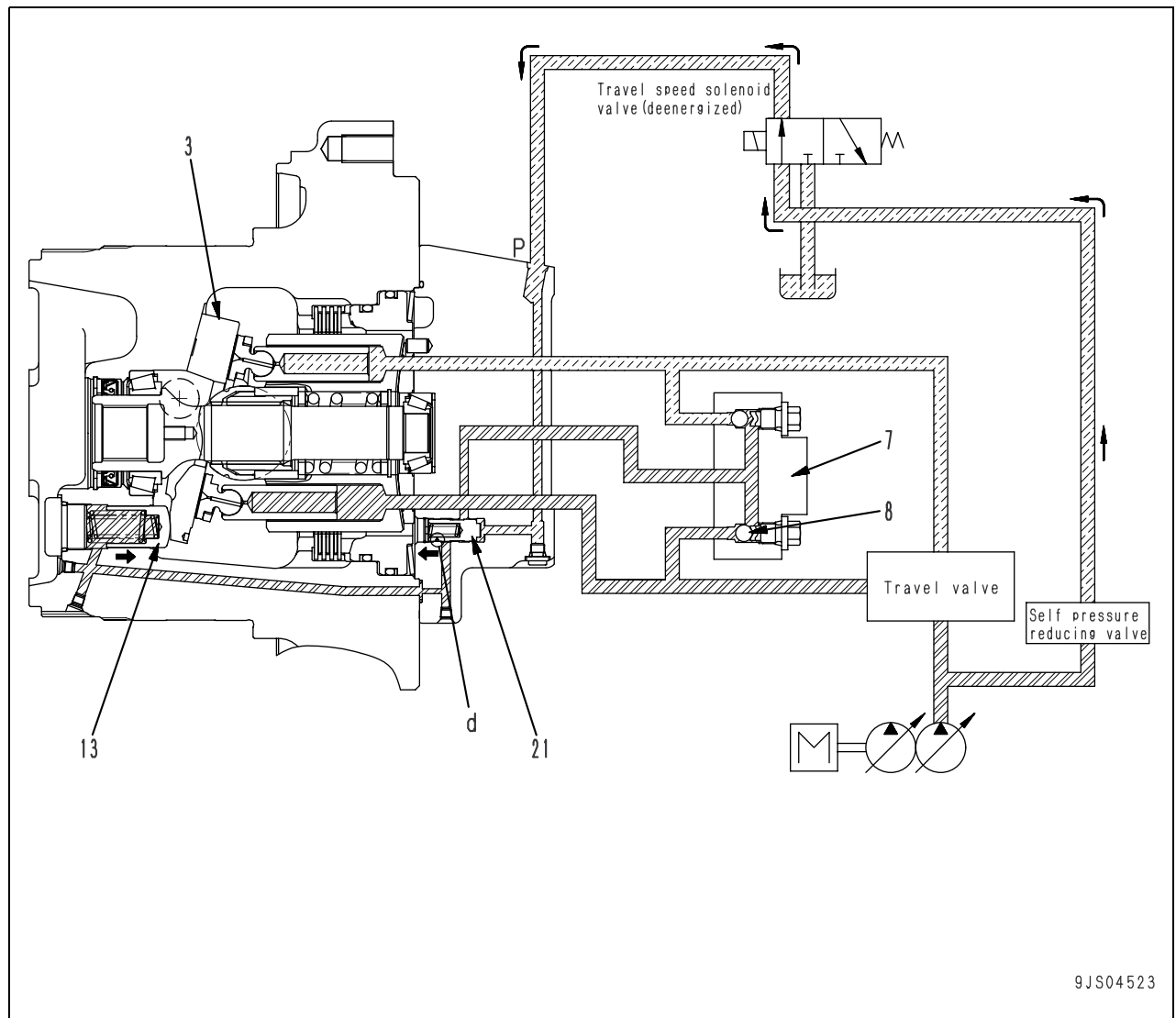


9JS04522

- As the solenoid valve is de-energized, the pilot pressurized oil from the self pressure reducing valve does not flow to port (P).
- Regulator valve (21) is pushed to the right by spring (22).
- Pressurized oil being conducted from the control valve to end cover (7) by pressing slow return valve (8) is shut off by regulator valve (21).
- Fulcrum (a) of rocker cam (3) is eccentric to the working point (b) of the combined force of the propulsion force of cylinder (5).
- The combined force of the piston propulsion forces works as the moment of inclining rocker cam (3) toward the maximum swash plate angle.
- The pressurized oil at regulator piston (13) passes through orifice (c) of regulator valve (21) and is drained to the motor case.
- Rocker cam (3) is inclined in the maximum swash plate angle direction. The motor capacity becomes maximum, turning on the low speed travel.



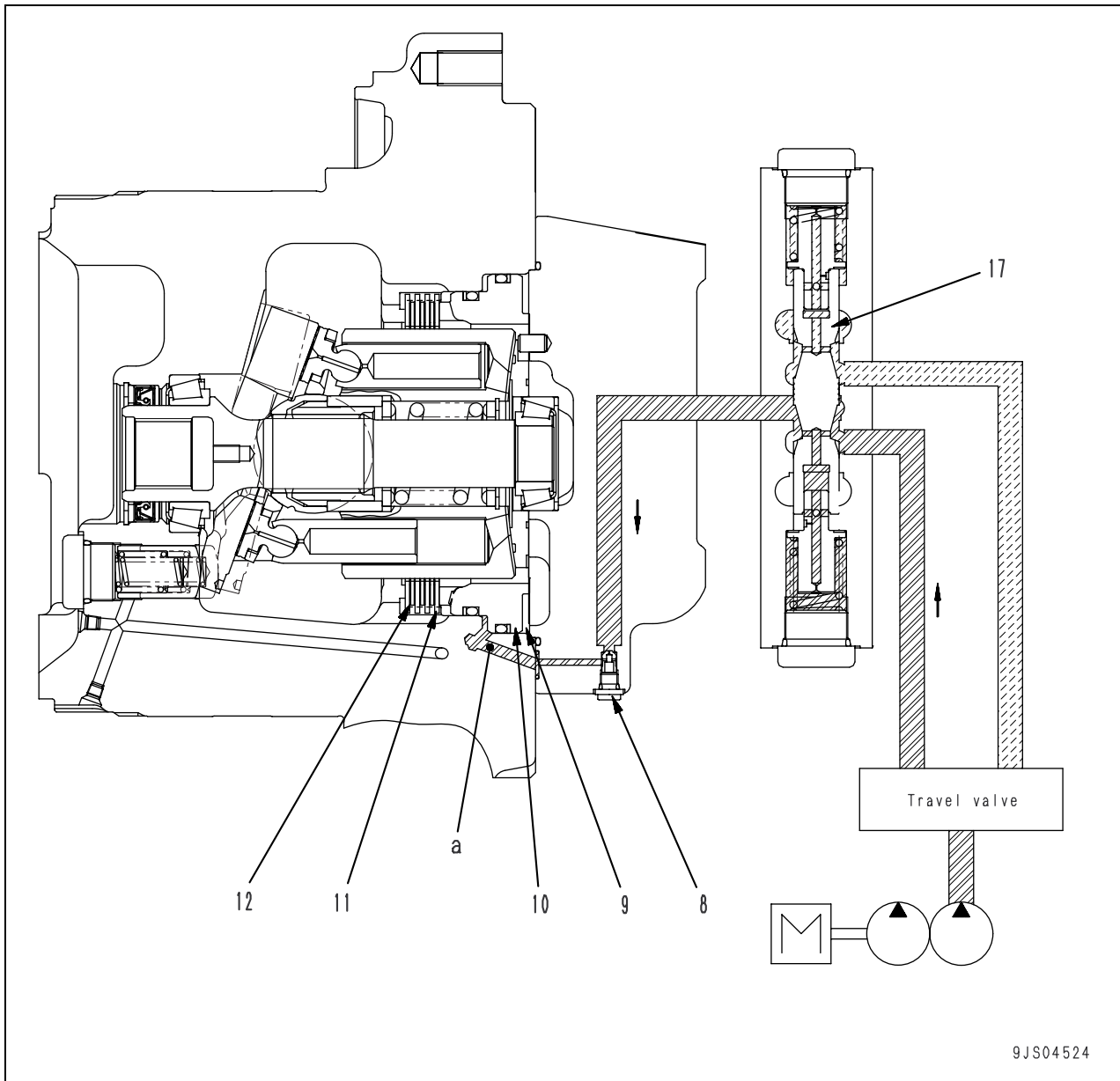
## 2) At high speed (motor swash plate angle at minimum)



- As the solenoid valve is energized, the pilot pressurized oil from the self pressure reducing valve flows to port (P).
- Regulator valve (21) is pushed to the left.
- The pressurized oil from the control valve passes through passage (d) in regulator valve (21) and enters regulator piston (13).
- Regulator piston (13) is pushed to the right.
- Rocker cam (3) is inclined in the minimum swash plate angle direction. The motor capacity becomes minimum, turning on the high speed travel.

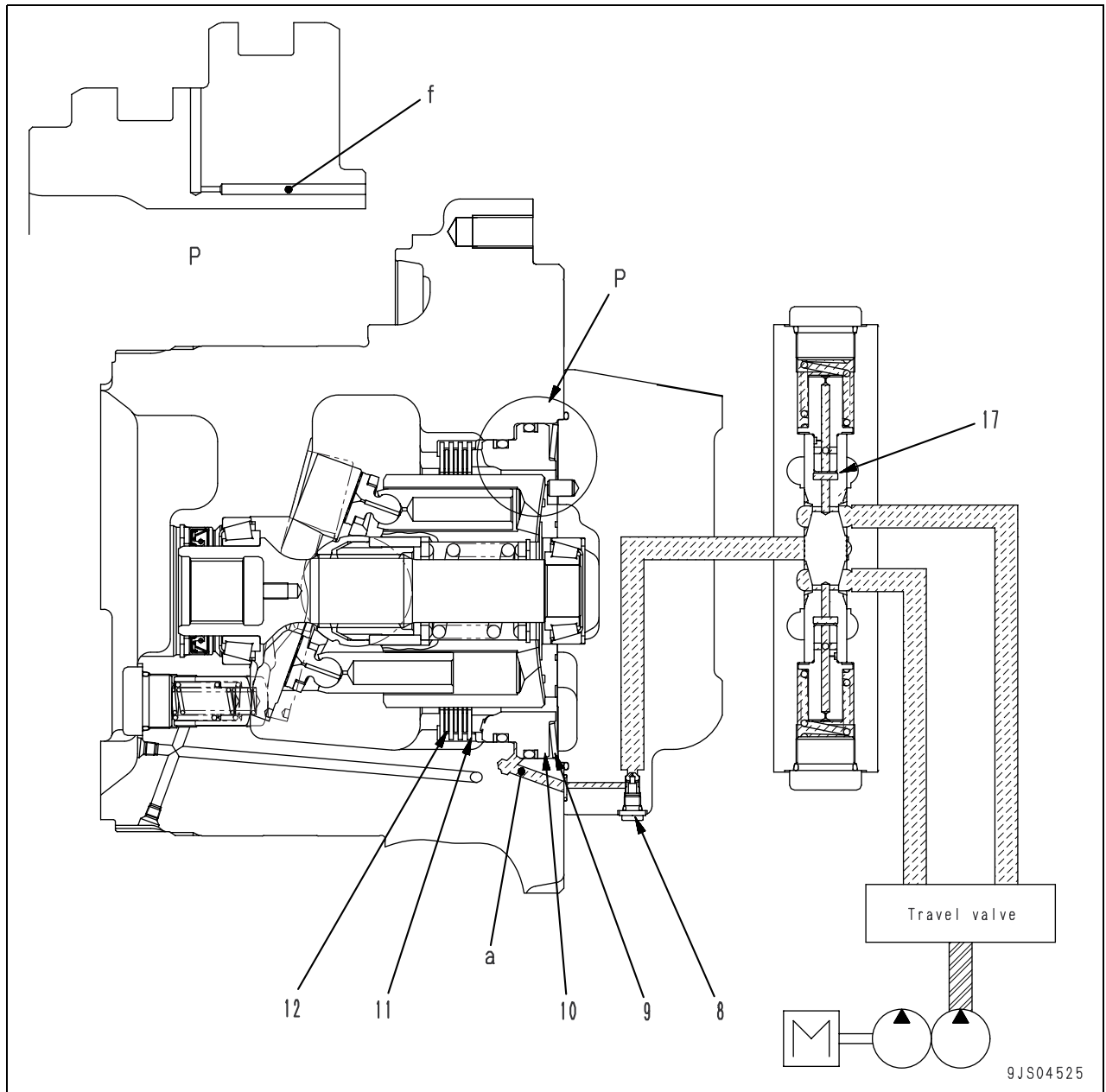
## Operation of parking brake

### 1) When starting travel



- As the travel lever is operated, pressurized oil from the pump activates counterbalance valve spool (17), opening the parking brake circuit.
- The pressurized oil is conducted to chamber (a) of brake piston (10) and compresses spring (9), pushing piston (10) toward right.
- Since the pushing force to plate (11) and disc (12) disappears, plate (11) is separated from disc (12) and the brake is released.

## 2) When travel is stopped



- As the travel lever is placed in neutral, counter-balance valve spool (17) returns to the neutral position and closing the parking brake circuit.
- The pressurized oil in chamber (a) of brake piston (10) passes through orifice (f) of brake piston (10) and is drained to the motor case.
- Brake piston (10) is pushed to the right by spring (9).
- Plate (11) and disc (12) are pushed together, and the brake is applied.
- As brake piston (10) returns, flow of pressurized oil is reduced with slow return valve (8).
- The time delay will be set to activate the brake only after the machine has stopped.

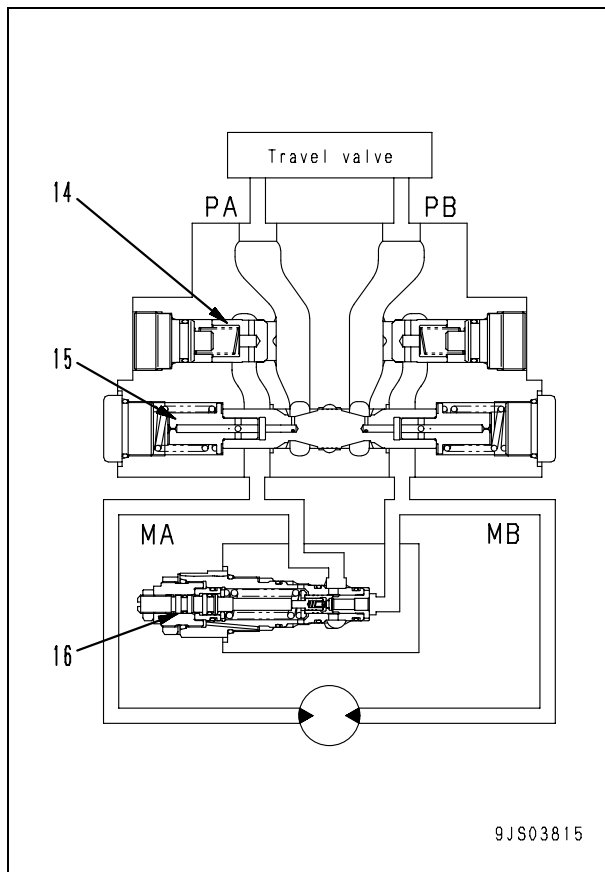
**Brake valve**

- The brake valve consists of check valves (14), counterbalance valve (15) and safety valve (16).
- Functions and operations of respective components shall conform to the following.

**1. Counterbalance valve and check valve**

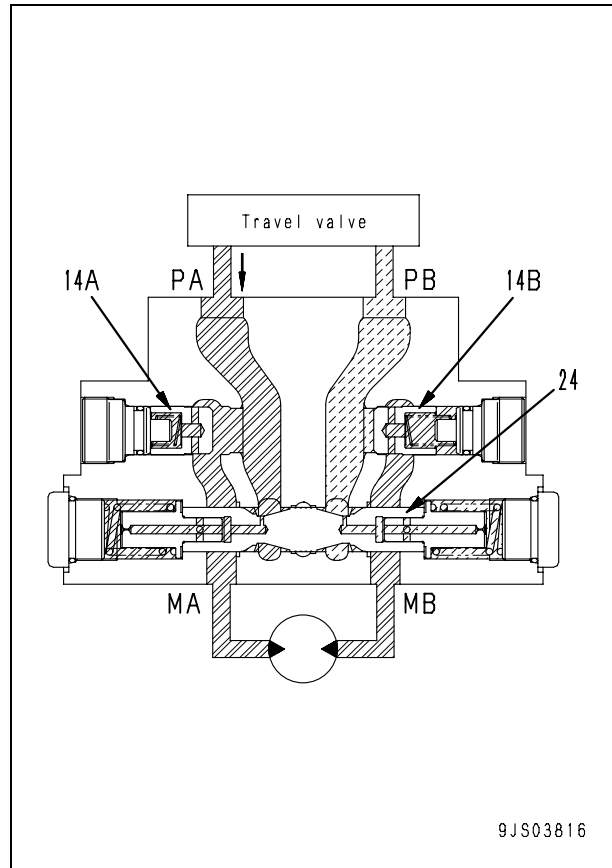
**Function**

- When traveling downhill, the machine travel speed tends to get faster than the motor (engine) speed because of the downward force generated from its own weight.
- If the machine travels with the engine at low speed, the motor may rotate without load, causing the machine to run away, resulting in a very dangerous situation.
- These valves are used to prevent above by controlling the machine to travel according to the engine speed (pump delivery).

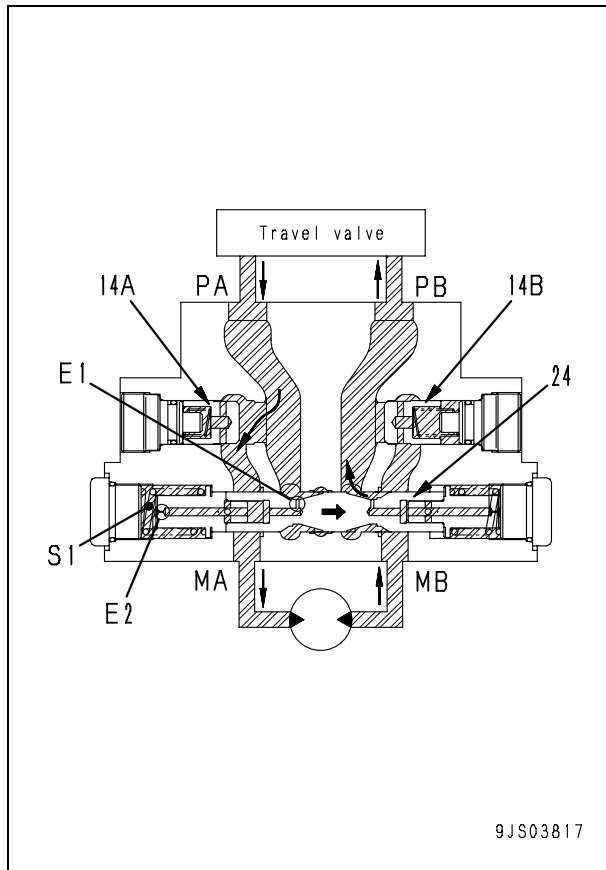


**Operation when pressurized oil is supplied**

- Operating the travel lever conducts the pressurized oil from the control valve to port (PA).
- The pressurized oil push-opens check valve (14A) and then flows to motor outlet port (MB) via motor inlet port (MA).
- The motor outlet side is closed by check valve (14B) and spool (24), so the pressure at the supply side rises.

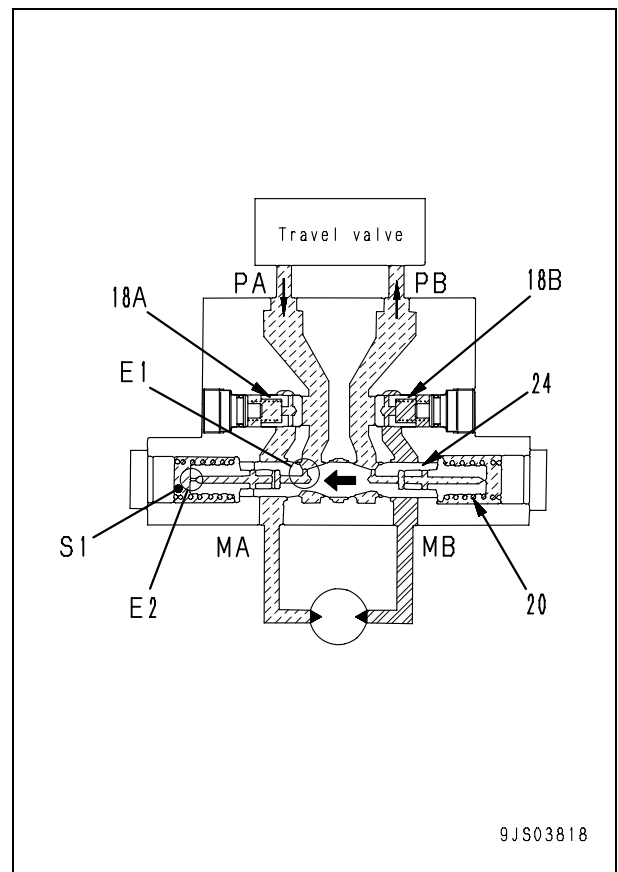


- The pressurized oil on the supply side flows to chamber (S1) via orifice (E1) and orifice (E2) of the spool (24).
- As the pressure in chamber (S1) goes above the spool selector pressure, spool (24) is pushed toward right.
- Port (MB) and port (PB) are connected, opening the motor outlet port side and starting the motor rotating.



**Operation of brake during travelling downhill**

- If indication of the machine runaway is sensed while travelling downhill, the motor will be caused to rotate without load to decrease the inlet side oil pressure.
- Pressure in chamber (S1) is released through orifices (E1) and (E2).
- As the pressure in chamber (S1) goes below the spool selector pressure, spool (24) is returned to the left by spring (20) and outlet port (MB) is throttled.
- The pressure at the outlet port side rises, generating rotation resistance on the motor to prevent the machine from running away.
- The spool moves to a position where the pressure on outlet port (MB) can be balanced against the machine's own weight and the inlet port pressure.
- Oil flow from the outlet circuit is reduced to ensure the travel speed corresponded to the pump delivery.



**2. Safety valve  
(bidirectional 2-stage set safety valve)**

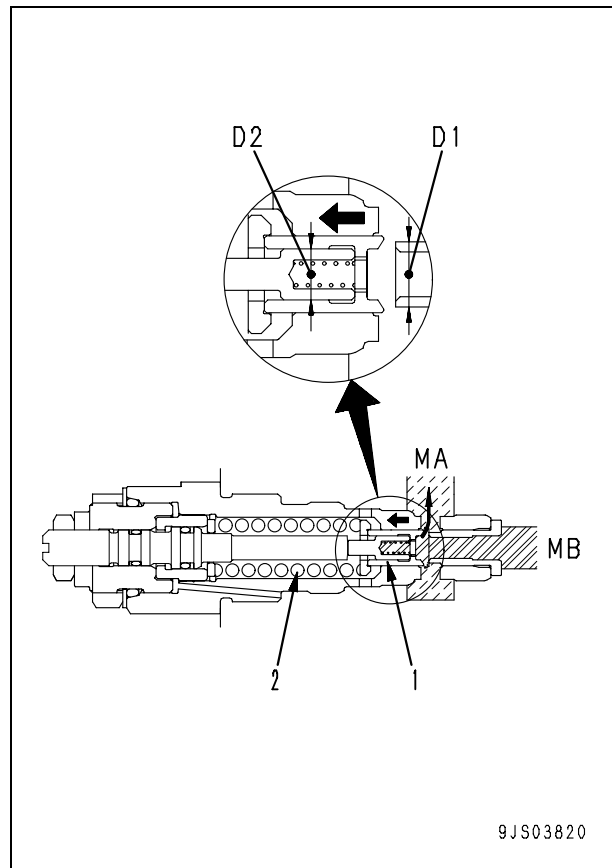
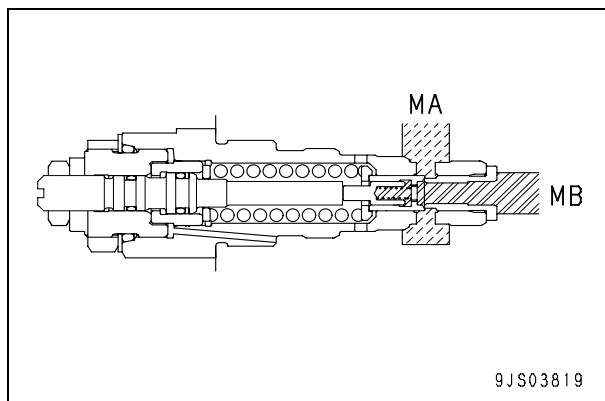
**Function**

- As long as the machine travel is stopped (or it is travelling downhill), the counterbalance valve closes the inlet and outlet circuits of the motor.
- Since the motor is rotated by inertial force, pressure in the motor outlet port side is abnormally increased, potentially resulting in damages on the motor and piping.
- The safety valve releases this abnormal pressure to the inlet port side of the motor in order to prevent damages to the equipment.

**Bidirectional action**

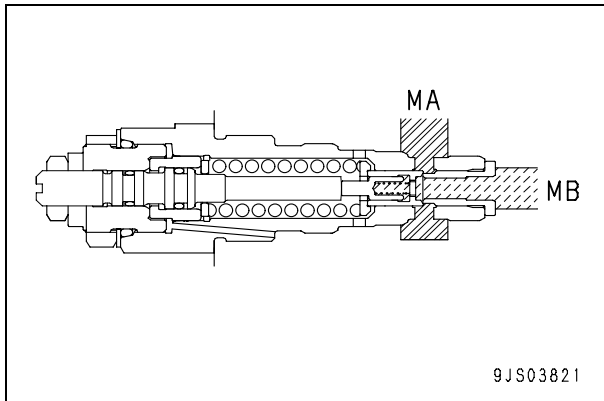
- 1) When pressure in chamber (MB) has become high (when rotating clockwise)**
- As long as the machine travel is stopped (or it is travelling downhill), the check valve of counterbalance valve closes chamber (MB) of the outlet port circuit.
  - The motor tries to continue rotation resorting to inertial force, thus pressure on the outlet port (MB) is increased.

- As the pressure goes above the set pressure, [Difference in areas of circles (D1) and (D2) x Pressure] compresses spring (2).
- Poppet (1) is moved leftward and the pressurized oil flows into chamber (MA) of the opposite circuit.

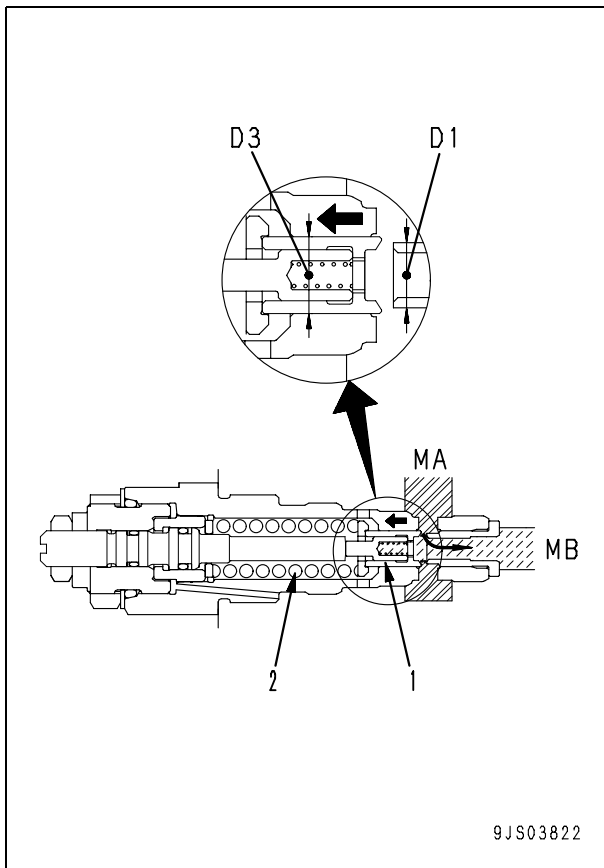


**2) When pressure in chamber (MA) has become high (when rotating counterclockwise)**

- As long as the machine travel is stopped (or it is travelling downhill), the check valve of counterbalance valve closes chamber (MA) of the outlet port circuit.
- The motor tries to continue rotation resorting to inertial force, thus pressure on the outlet port (MA) is increased.



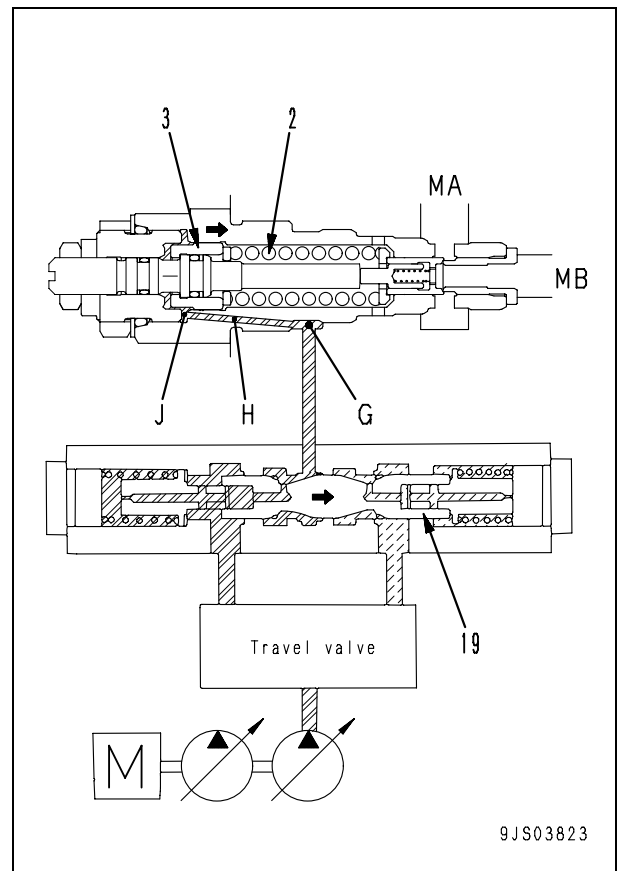
- As the pressure goes above the set pressure, [Difference in areas of circles (D1) and (D3) x Pressure] compresses spring (2).
- Poppet (1) is moved leftward and the pressurized oil flows into chamber (MB) of the opposite circuit.



**Operation of mechanism for varying set pressure**

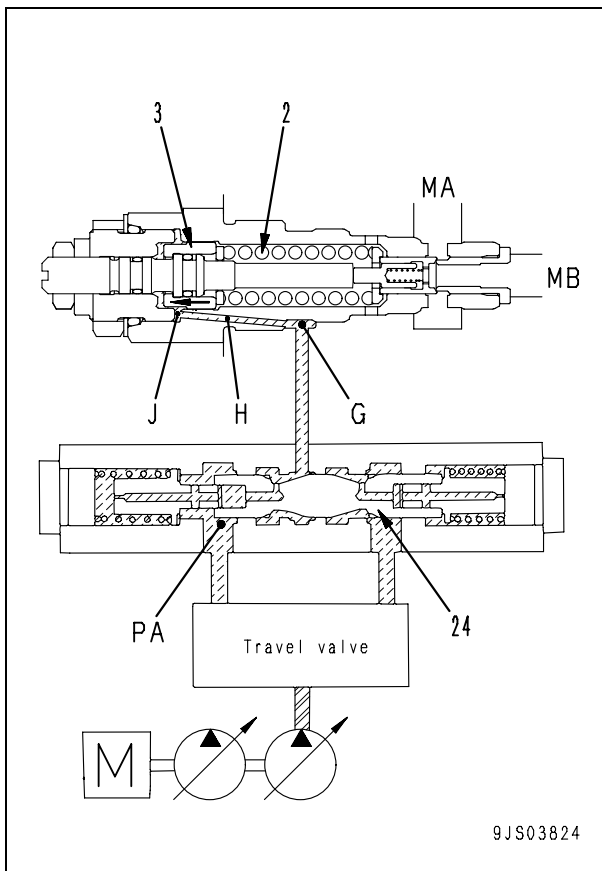
**1) When starting travel (high-pressure setting)**

- As the travel lever is operated, the pressurized oil from the pump moves spool (19) toward right.
- Above opens the pilot circuit to the safety valve, conducting the pressurized oil to chamber (J) through chamber (G) and passage (H).
- Piston (3) is pushed rightward, spring (2) is compressed and the set load is increased.
- High pressure is turned on the safety valve, providing a large tractional force to the valve.



## 2) When travel is stopped (low-pressure setting)

- When the travel lever is placed in neutral, the pressure in chamber (PA) drops and spool (24) returns to the neutral position.
- When spool (24) is in the process of returning to the neutral position, the pressurized oil in chamber (J) flows to chamber (PA) through passage (H) and chamber (G).
- Piston (3) moves to the left side, decreasing the set load.
- The safety valve is caused to the low pressure setting, thereby attenuating the shocks when the speed is reduced.



### Set pressure of safety valve

High pressure setting:

40.2 MPa {410 kg/cm<sup>2</sup>}

(at start of travel and during travel)

Low pressure setting:

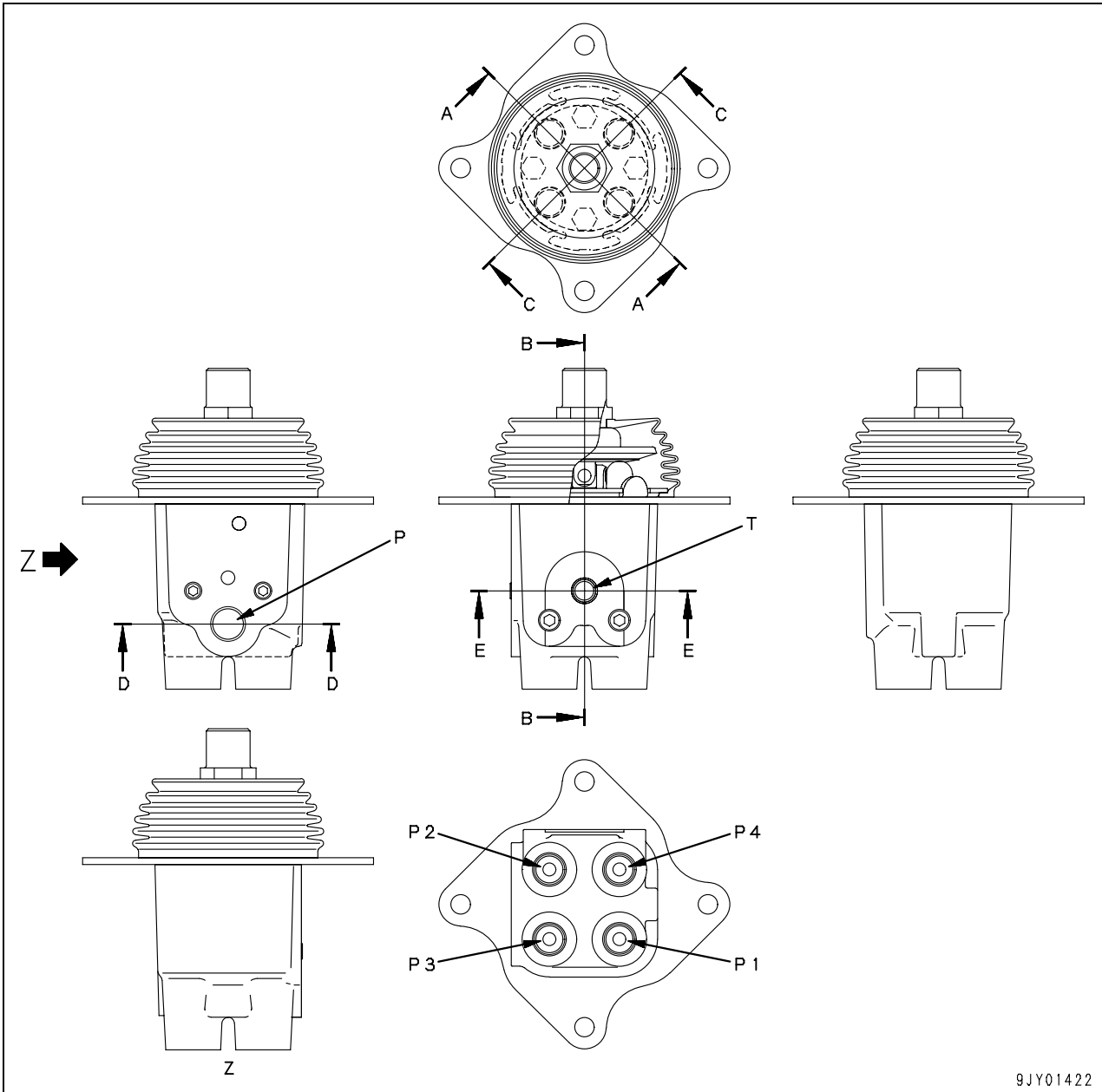
27.5 MPa {280 kg/cm<sup>2</sup>} (during stop)





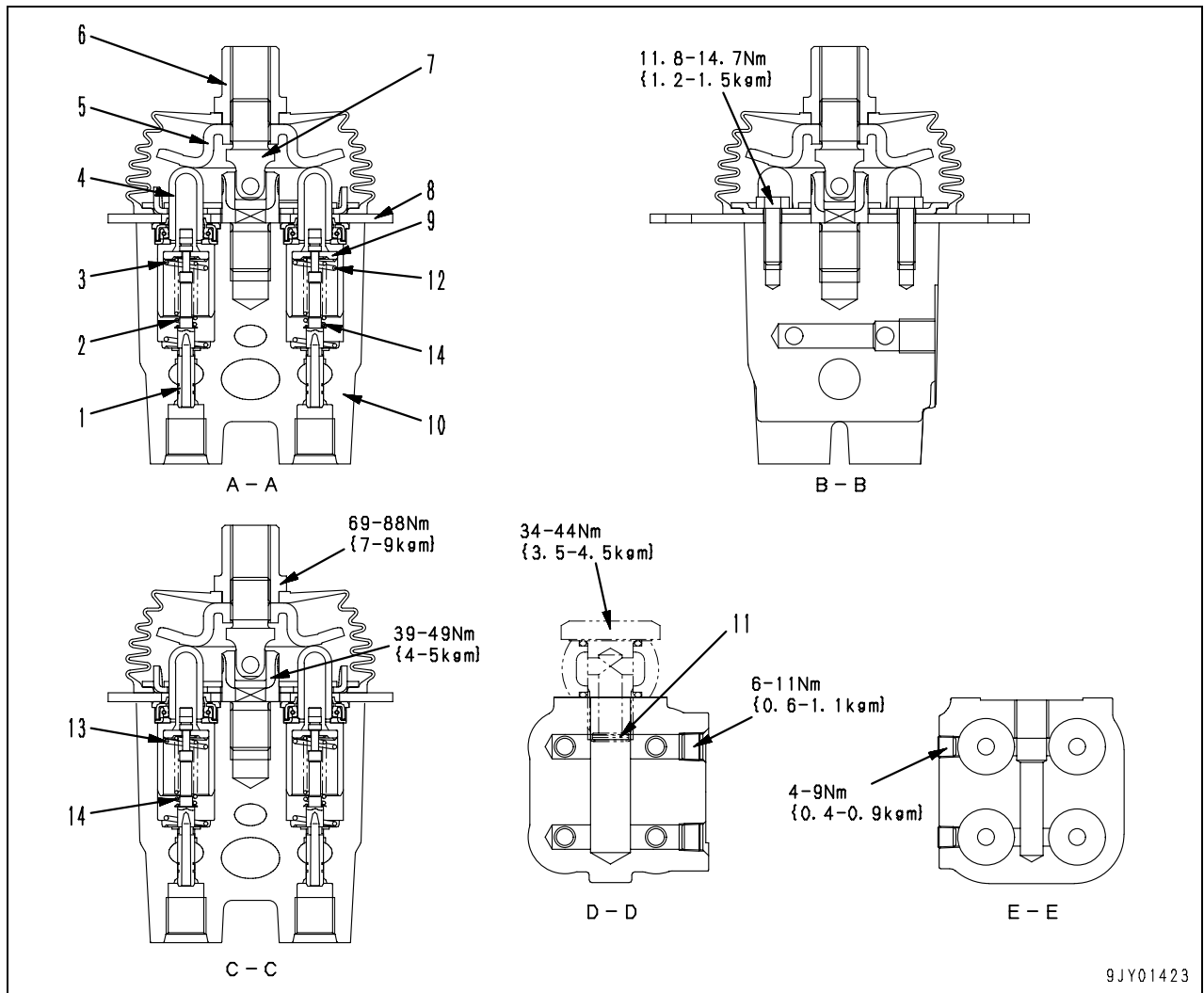
## PPC valve

### Work equipment and swing PPC valve



9JY01422

- P: From self pressure reducing valve
- P1: L.H. PPC: Arm out/R.H. PPC: Boom lower
- P2: L.H. PPC: Arm in/R.H. PPC: Boom raise
- P3: L.H. PPC: Swing left/R.H. PPC: Bucket curl
- P4: L.H. PPC: Swing right/R.H. PPC: Bucket dump
- T: To tank



9JY01423

- |                               |             |
|-------------------------------|-------------|
| 1. Spool                      | 7. Joint    |
| 2. Metering spring            | 8. Plate    |
| 3. Centering spring           | 9. Retainer |
| 4. Piston                     | 10. Body    |
| 5. Disc                       | 11. Filter  |
| 6. Nut (for lever connection) |             |

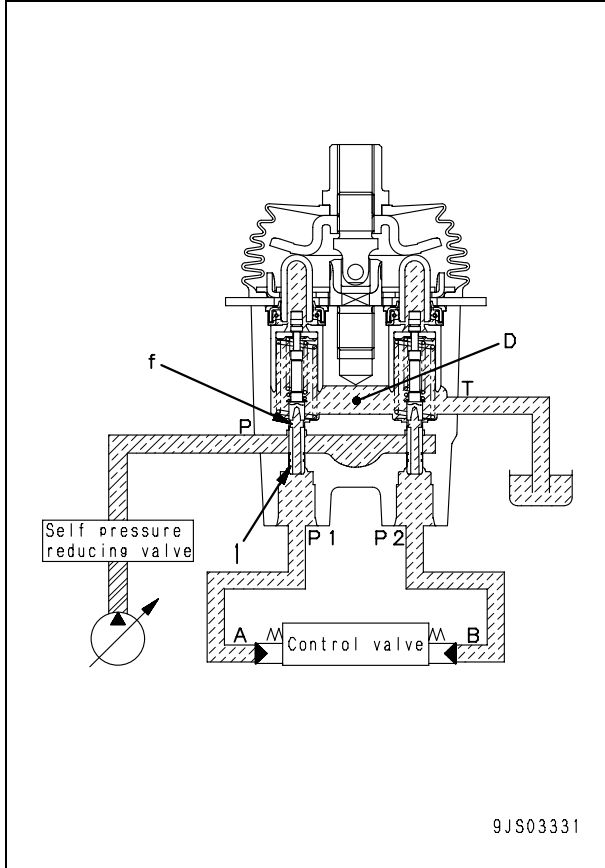
Unit: mm

No.	Check item	Criteria				Remedy	
		Standard size		Repair limit		If damaged or deformed, replace spring.	
Free length x Outside diameter	Installed length	Installed load	Free length	Installed load			
12	Centering spring (for ports P3 and P4)	42.5 x 15.5	34.0	17.7 N {1.80 kg}	—		
13	Centering spring (for ports P1 and P2)	44.5 x 15.5	34.0	29.4 N {3.0 kg}	—	23.5 N {2.40 kg}	
14	Metering spring	26.5 x 8.15	24.9	16.7 N {1.70 kg}	—	13.7 N {1.40 kg}	

**Operation**

**1. When in neutral**

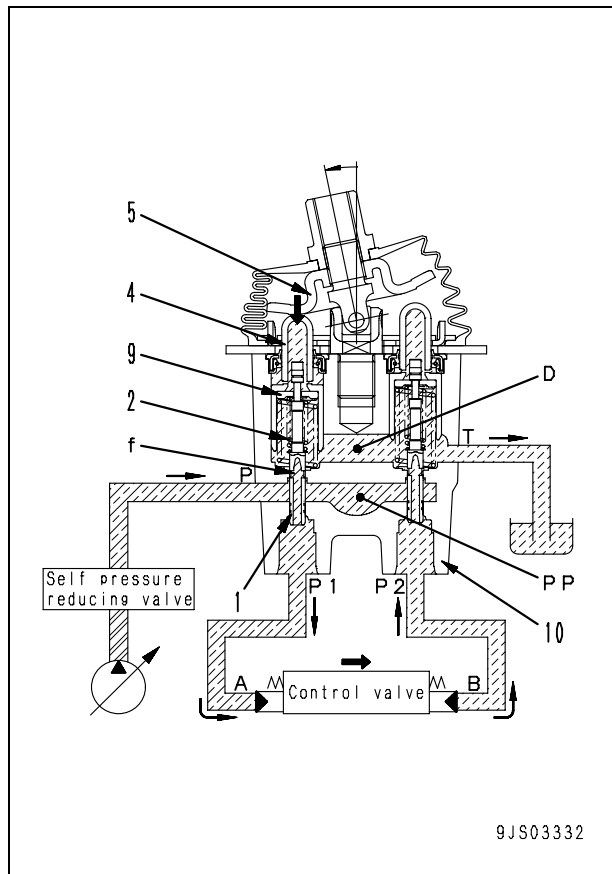
- Ports (A) and (B) of the control valve and ports (P1) and (P2) of the PPC valve are connected to drain chamber (D) via fine control hole (f) in spool (1).



- The relationship of the position of spool (1) and body (10) [fine control hole (f) is in the middle between drain chamber (D) and pump pressure chamber (PP)] does not change until retainer (9) contacts spool (1).
- Metering spring (2) contracts in proportion to the stroke of the control lever.
- Pressure at port (P1) also rises in proportion to the stroke of the control lever.
- In this way, the control valve spool moves to a position where the pressure of chamber (A) (same as pressure at port (P1)) and the force of the return spring of the control valve spool are balanced.

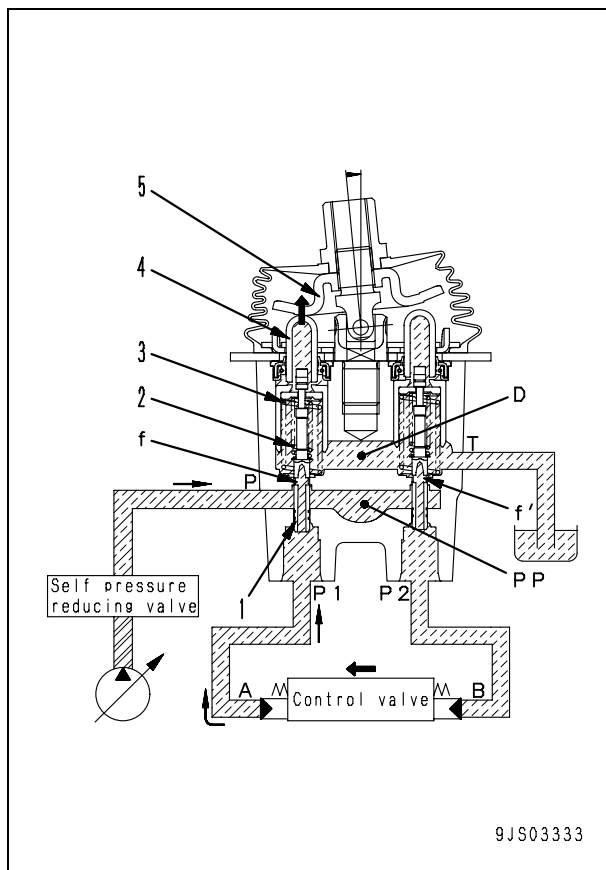
**2. During fine control (Neutral → fine control)**

- When piston (4) is pushed by disc (5), retainer (9) is pushed, spool (1) is also pushed by metering spring (2), and moves down.
- When fine control hole (f) is shut off from drain chamber (D), it is almost simultaneously interconnected to pump pressure chamber (PP).
- Pilot pressurized oil of the control pump is led to port (A) from port (P1) via fine control hole (f).
- When the pressure at port (P1) becomes higher, spool (1) is pushed back and fine control hole (f) is shut off from pump pressure chamber (PP). At almost the same time, it is connected to drain chamber (D) to release the pressure at port (P1).
- As a result, spool (1) moves up and down until the force of metering spool (2) is balanced with the pressure at port (P1).



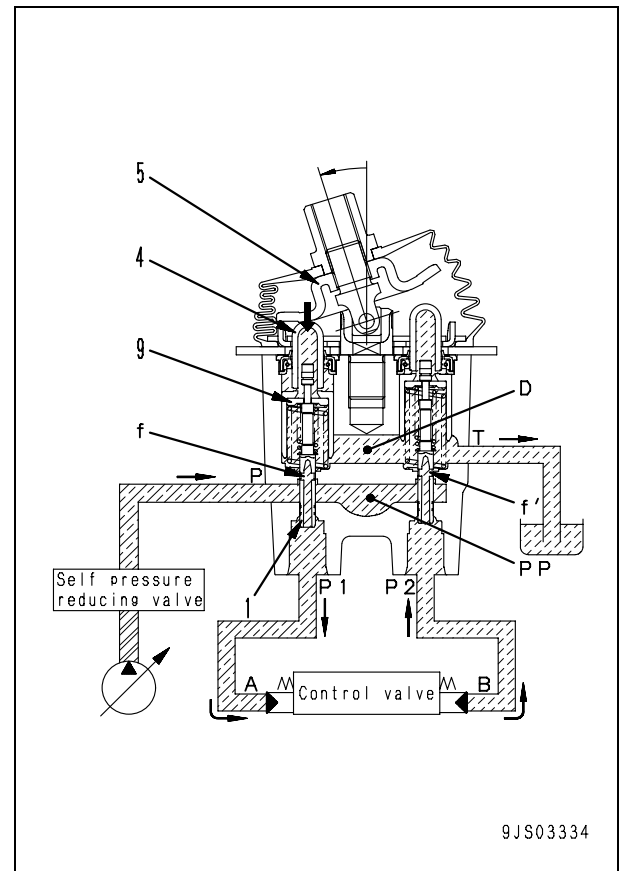
**3. During fine control  
(When control lever is returned)**

- When disc (5) starts to be returned, spool (1) is pushed up by the force of centering spring (3) and the pressure at port (P1).
- Because of this, fine control hole (f) is connected to drain chamber (D), and the pressurized oil at port (P1) is released.
- If the pressure of port (P1) is lowered excessively, spool (1) is pushed down by metering spring (2).
- Fine control hole (f) is shut off from drain chamber (D), and it is almost simultaneously interconnected to pump pressure chamber (PP).
- Pump pressure is supplied until the pressure at port (P1) recovers to the level equivalent to the lever position.
- When the spool of the control valve returns, the oil in drain chamber (D) flows in from fine control hole (f') in the valve on the side that is not working. The oil passes through port (P2) and enters chamber (B) to replenish the chamber with pressurized oil.



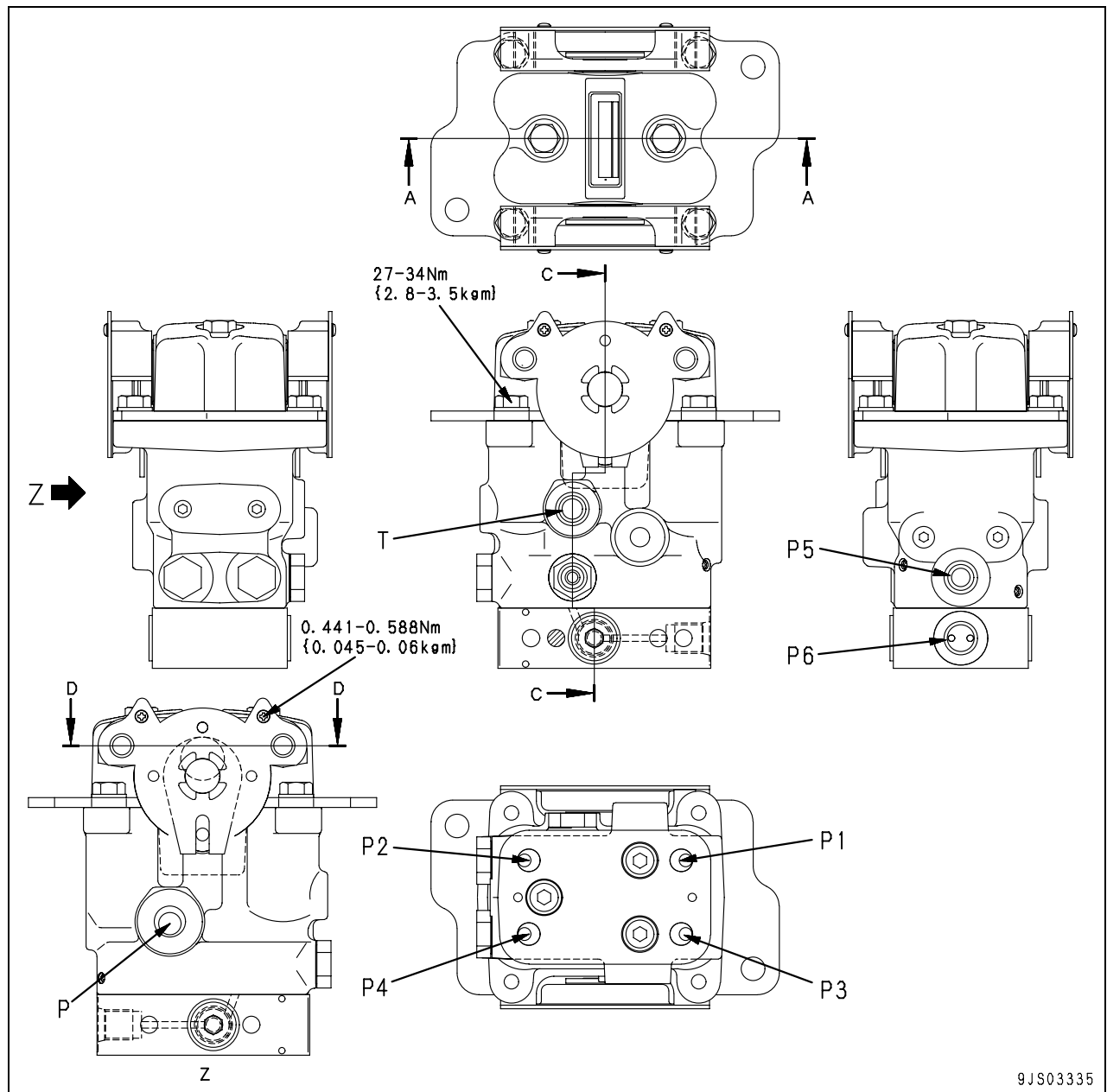
**4. At full stroke**

- Disc (5) pushes down piston (4), and retainer (9) pushes down spool (1).
- Fine control hole (f) is shut off from drain chamber (D), and is interconnected to pump pressure chamber (PP).
- Therefore, the pilot pressure oil from the self pressure reducing valve passes through fine control hole (f) and flows to chamber (A) from port (P1) to push the control valve spool.
- The oil returning from chamber (B) passes from port (P2) through fine control hole (f') and flows to drain chamber (D).

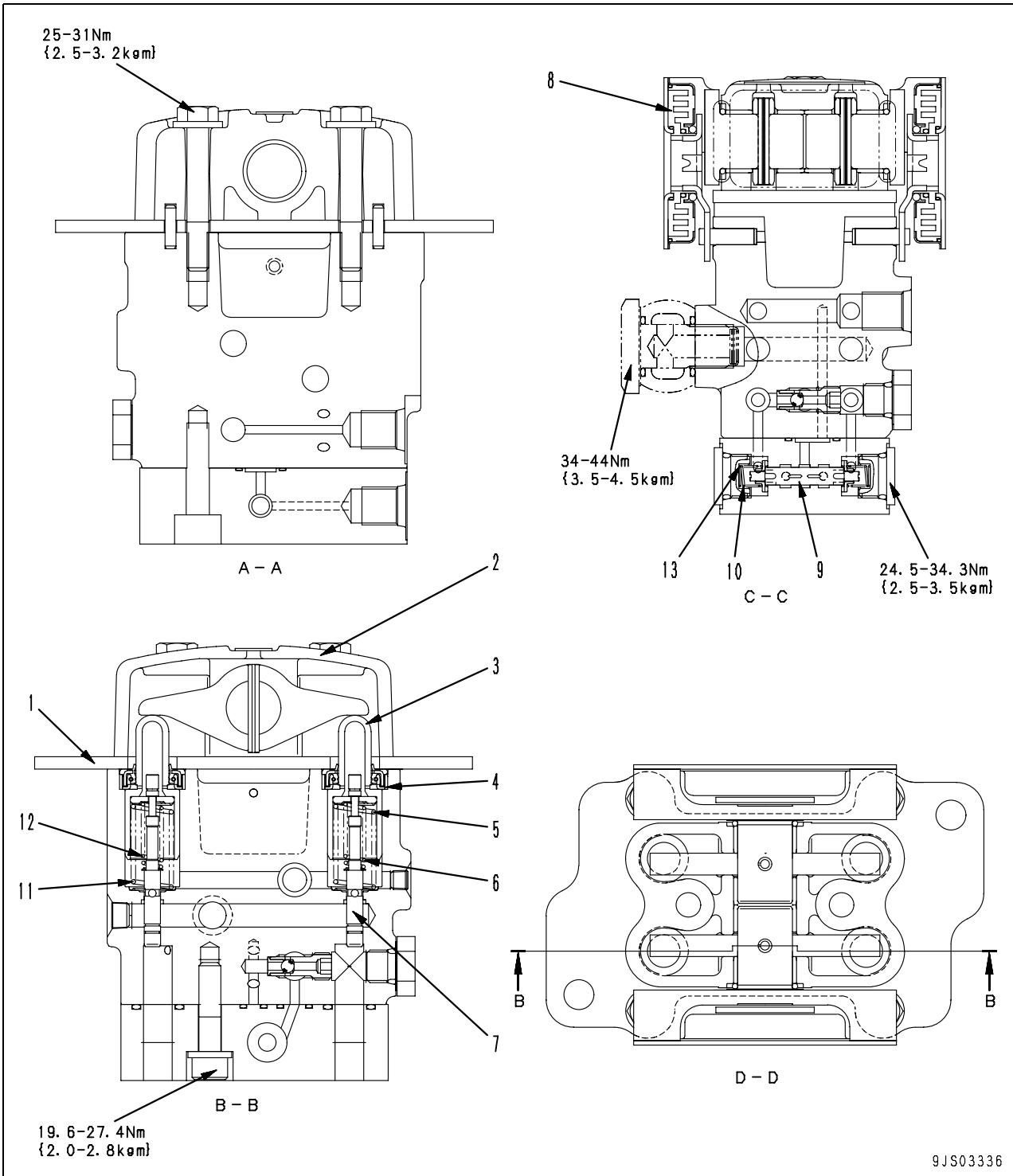




## Travel PPC valve



- P: From self pressure reducing valve
- P1: L.H. reverse
- P2: L.H. forward
- P3: R.H. reverse
- P4: R.H. forward
- P5: Travel signal
- P6: Steering signal
- T: To tank





1. Plate
2. Body
3. Piston
4. Collar
5. Centering spring
6. Metering spring
7. Valve
8. Dumper
9. Steering signal spool
10. Steering signal spool spring

Unit: mm

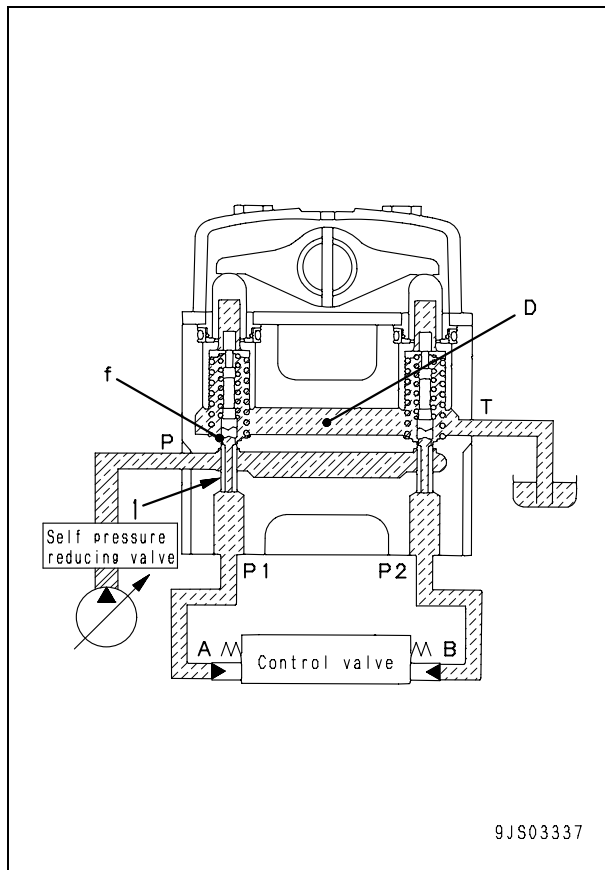
No.	Check item	Criteria					Remedy
		Standard size			Repair limit		
		Free length x Outside diameter	Installed length	Installed load	Free length	Installed load	
11	Centering spring	47.6 x 15.5	32.5	108 N {11.0 kg}	—	86.3 N {8.8 kg}	If damaged or deformed, replace spring.
12	Metering spring	26.5 x 8.15	24.9	16.7 N {1.7 kg}	—	13.7 N {1.4 kg}	
13	Steering signal spring	12.8 x 7.3	8.5	8.8 N {0.9 kg}	—	7.1 N {0.72 kg}	

## 1. Pressure reducing valve

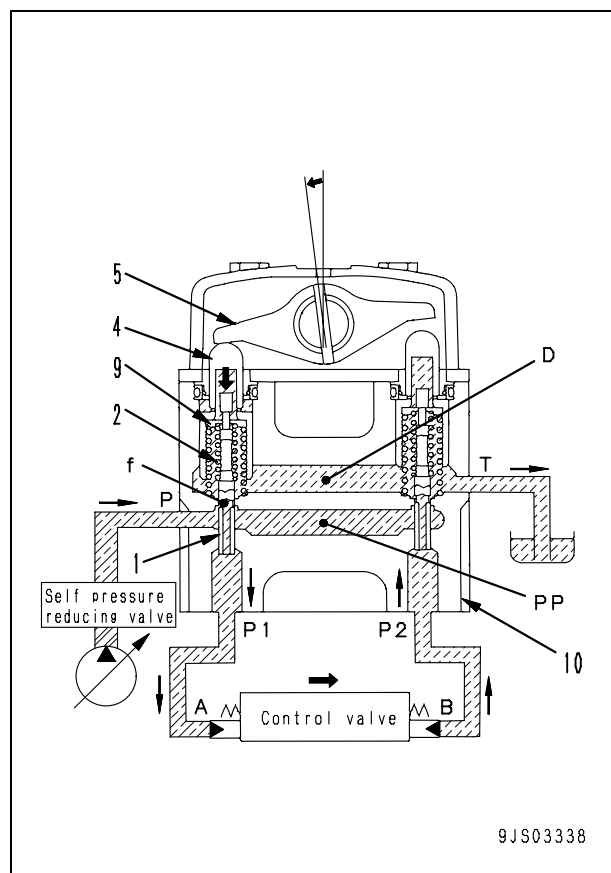
### Operation

#### 1) When in neutral

- Ports (A) and (B) of the control valve and ports (P1) and (P2) of the PPC valve are connected to drain chamber (D) via fine control hole (f) in spool (1).



- The relationship of the position of spool (1) and body (10) [fine control hole (f) is in the middle between drain chamber (D) and pump pressure chamber (PP)] does not change until retainer (9) contacts spool (1).
- Metering spring (2) contracts in proportion to the stroke of the control lever.
- Pressure at port (P1) also rises in proportion to the stroke of the control lever.
- In this way, the control valve spool moves to a position where the pressure of chamber (A) (same as pressure at port (P1)) and the force of the return spring of the control valve spool are balanced.

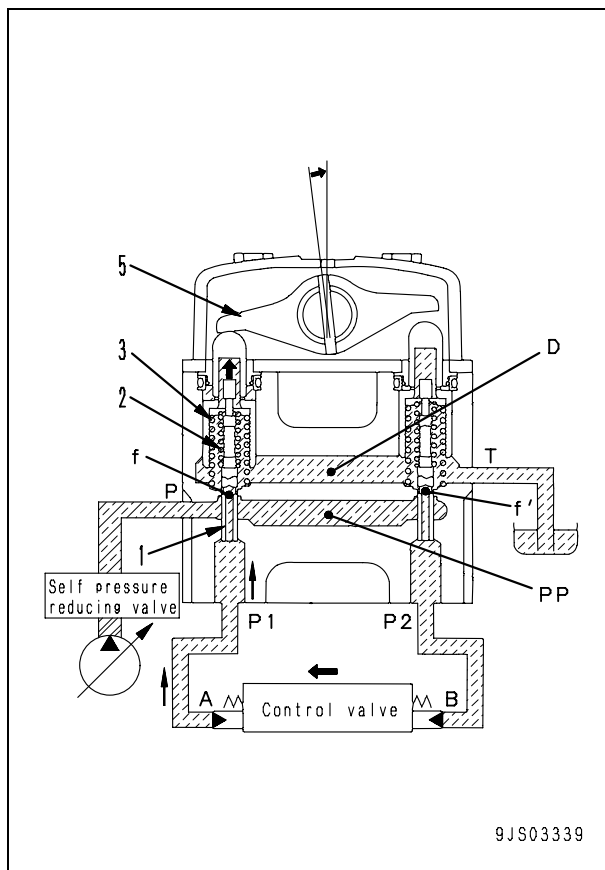


#### 2) During fine control (Neutral → fine control)

- When piston (4) is pushed by disc (5), retainer (9) is pushed, spool (1) is also pushed by metering spring (2), and moves down.
- When fine control hole (f) is shut off from drain chamber (D), it is almost simultaneously interconnected to pump pressure chamber (PP).
- Pilot pressurized oil of the control pump is led to port (A) from port (P1) via fine control hole (f).
- When the pressure at port (P1) becomes higher, spool (1) is pushed back and fine control hole (f) is shut off from pump pressure chamber (PP). At almost the same time, it is connected to drain chamber (D) to release the pressure at port (P1).
- As a result, spool (1) moves up and down until the force of metering spool (2) is balanced with the pressure at port (P1).

### 3) During fine control (When control lever is returned)

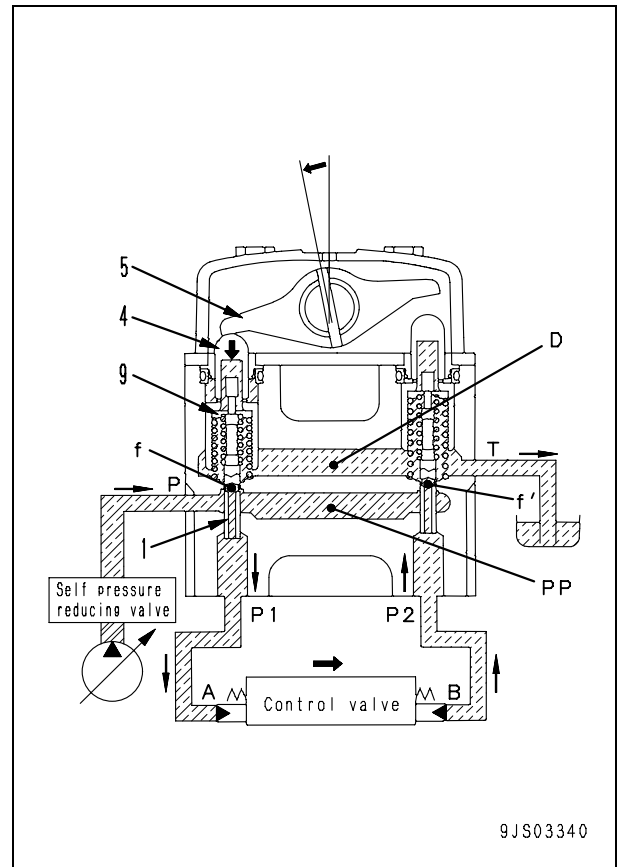
- When lever (5) starts to be returned, spool (1) is pushed up by the force of centering spring (3) and pressure at port (P1).
- Because of this, fine control hole (f) is connected to drain chamber (D), and the pressurized oil at port (P1) is released.
- If the pressure of port (P1) is lowered excessively, spool (1) is pushed down by metering spring (2).
- Fine control hole (f) is shut off from drain chamber (D), and it is almost simultaneously interconnected to pump pressure chamber (PP).
- Pump pressure is supplied until the pressure at port (P1) recovers to the level equivalent to the lever position.
- When the spool of the control valve returns, the oil in drain chamber (D) flows in from fine control hole (f') in the valve on the side that is not working. The oil passes through port (P2) and enters chamber (B) to replenish the chamber with pressurized oil.



### 4) At full stroke

- Lever (5) pushes down piston (4), and retainer (9) pushes down spool (1).
- Fine control hole (f) is shut off from drain chamber (D), and is interconnected to pump pressure chamber (PP).

- Therefore, the pilot pressure oil from the self pressure reducing valve passes through fine control hole (f) and flows to chamber (A) from port (P1) to push the control valve spool.
- The oil returning from chamber (B) passes from port (P2) through fine control hole (f') and flows to drain chamber (D).



## 2. Travel signal/Steering function

### Travel signal

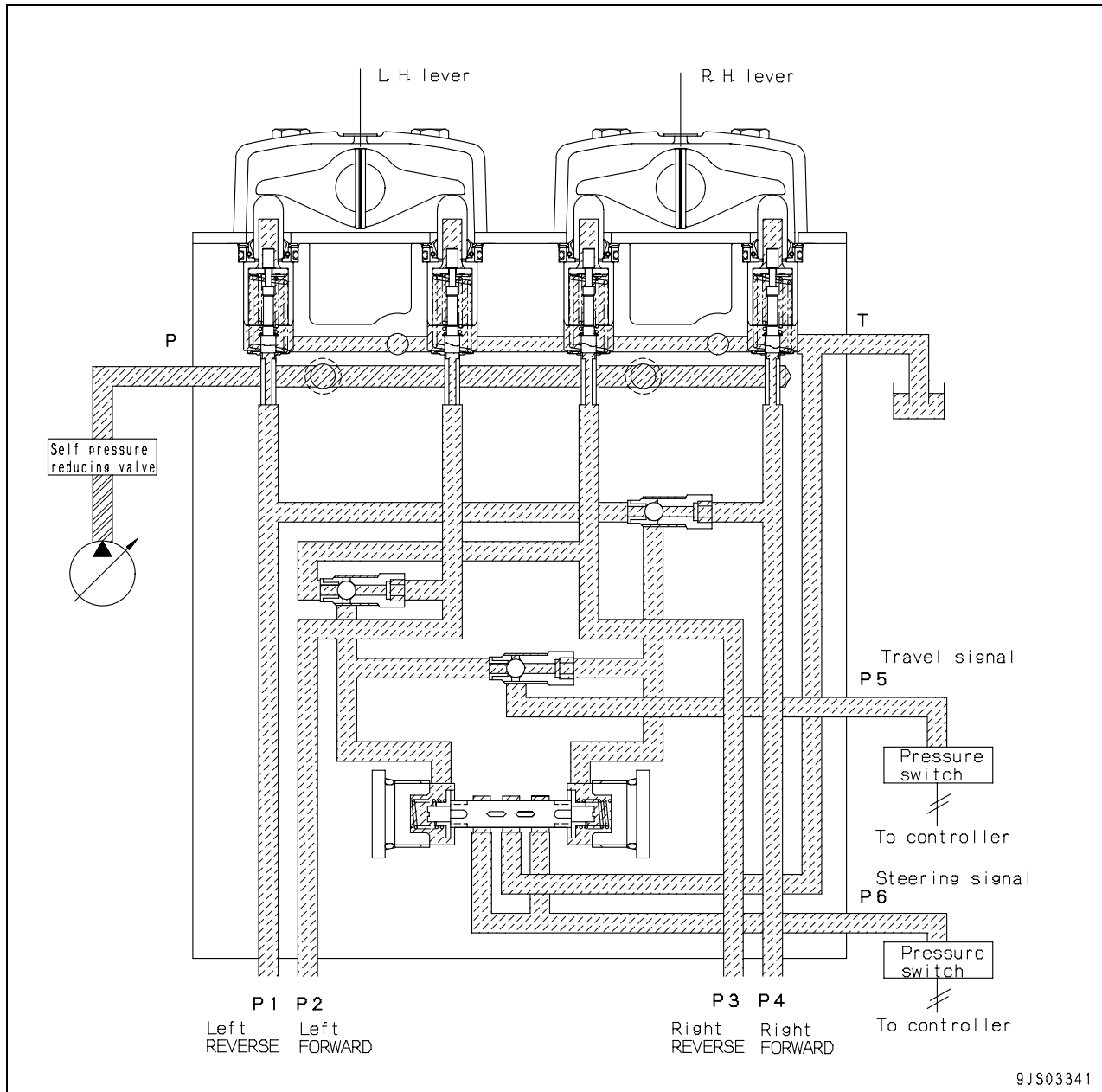
- Travel signal if either of the L.H. or R.H. travel levers is operated, the higher PPC output pressure of both sides is output as the travel signal.
- Accordingly, whether the machine is travelling is judged by the signal of port (P5).

### Steering signal

- If the operation quantities of both levers are different from each other as in the steering operation, the higher one of the PPC output pressures of both sides is output as the steering signal.
- Any signal is not output from port (P6) while the machine is travelling straight (forward or reverse) or in neutral.
- Accordingly, whether the machine is being steered is judged by the signal of port (P6).

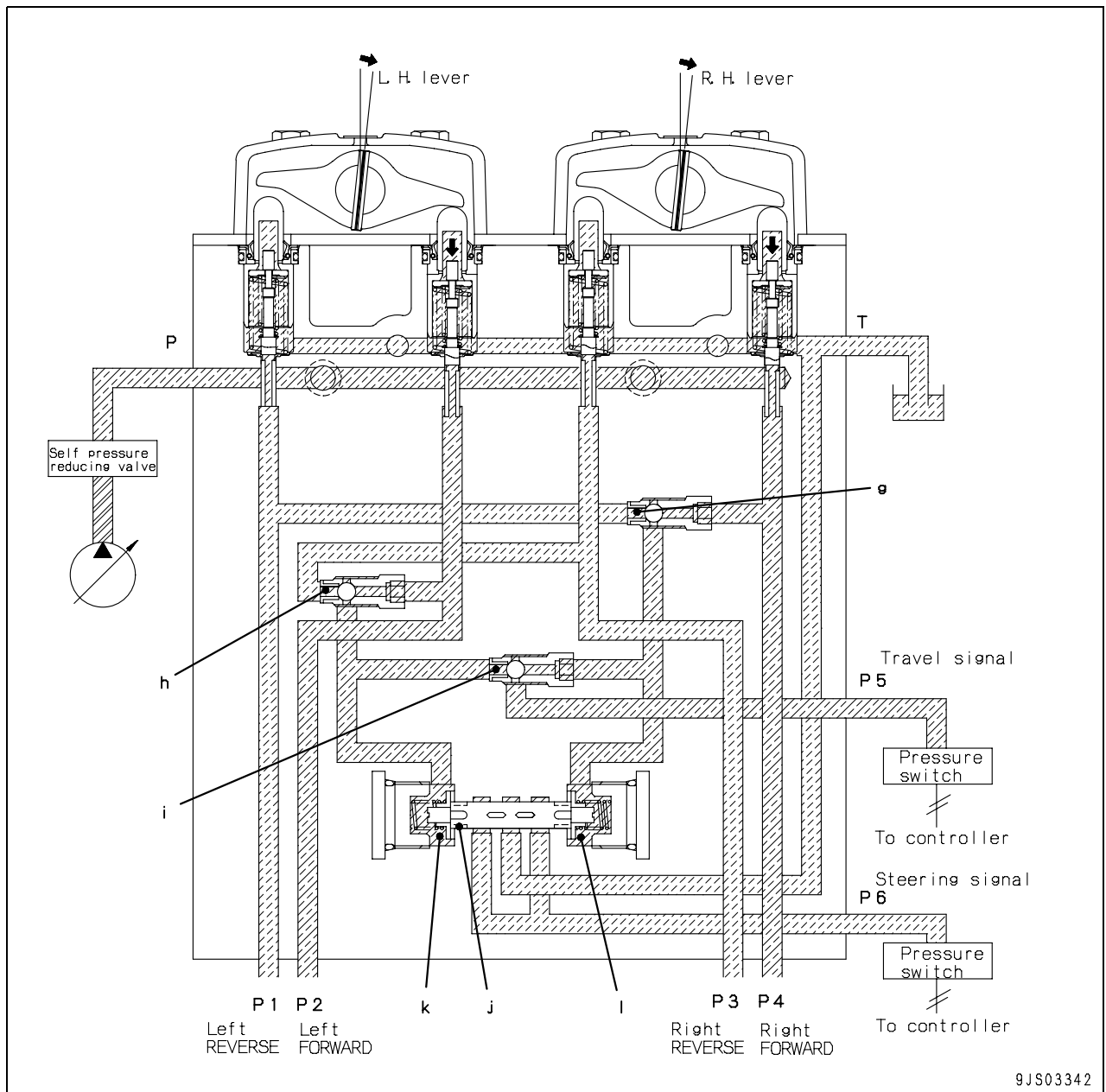
Operation

1) When in neutral



- No output is made from respective output ports [from port (P1) to (P4)], travel signal [port (P5)] and steering signal [port (P6)].

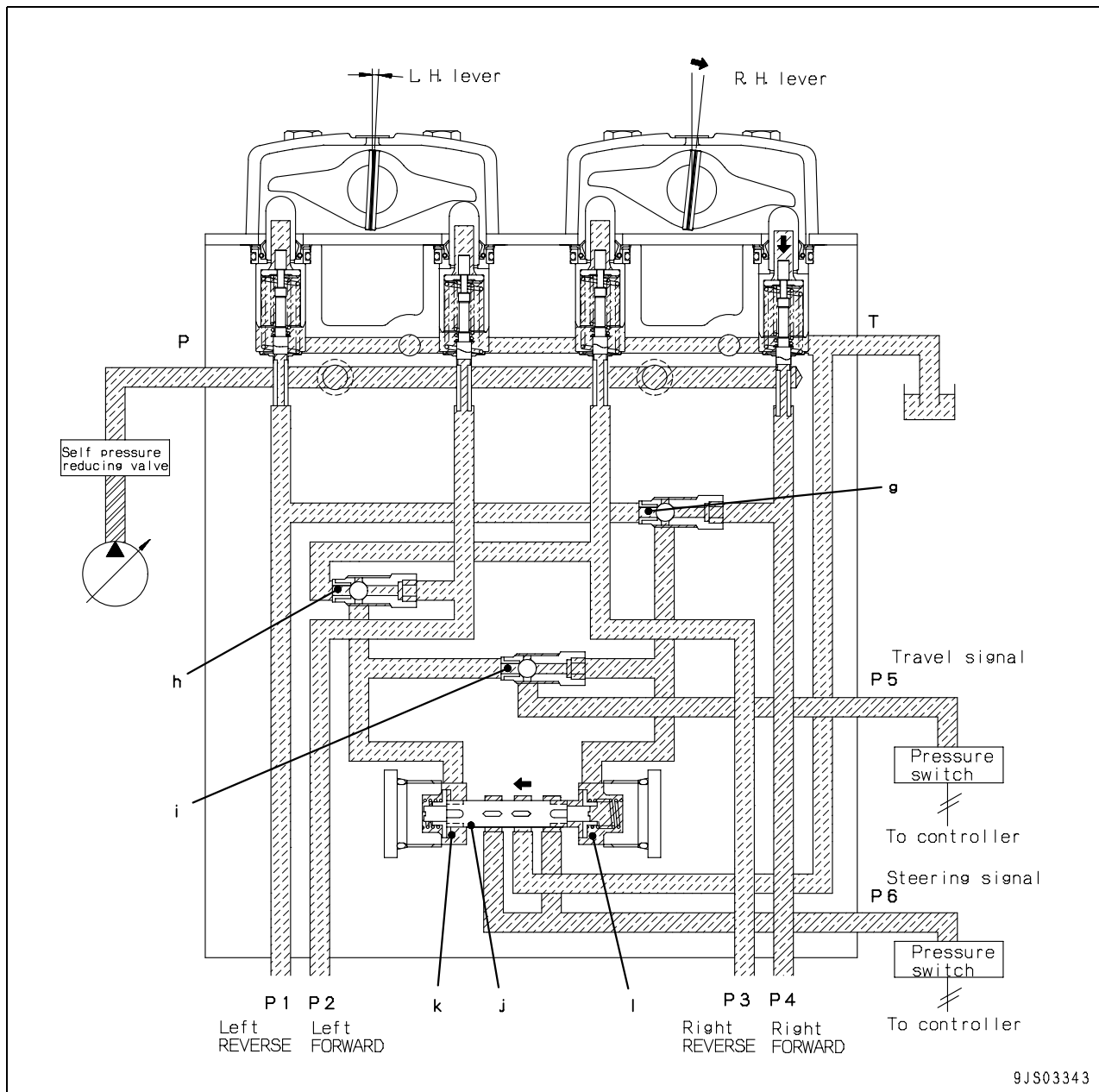
## 2) During straight travel



★ The Illustration shows the circuit for travelling straight forward.

- When operating L.H. motor forward [port (P2) output] and R.H. motor forward [port (P4) output], pressure of both left spring chamber (k) and right spring chamber (l) rises high.
- Steering signal spool (j) remains at neutral position and does not output a steering signal to port (P6).

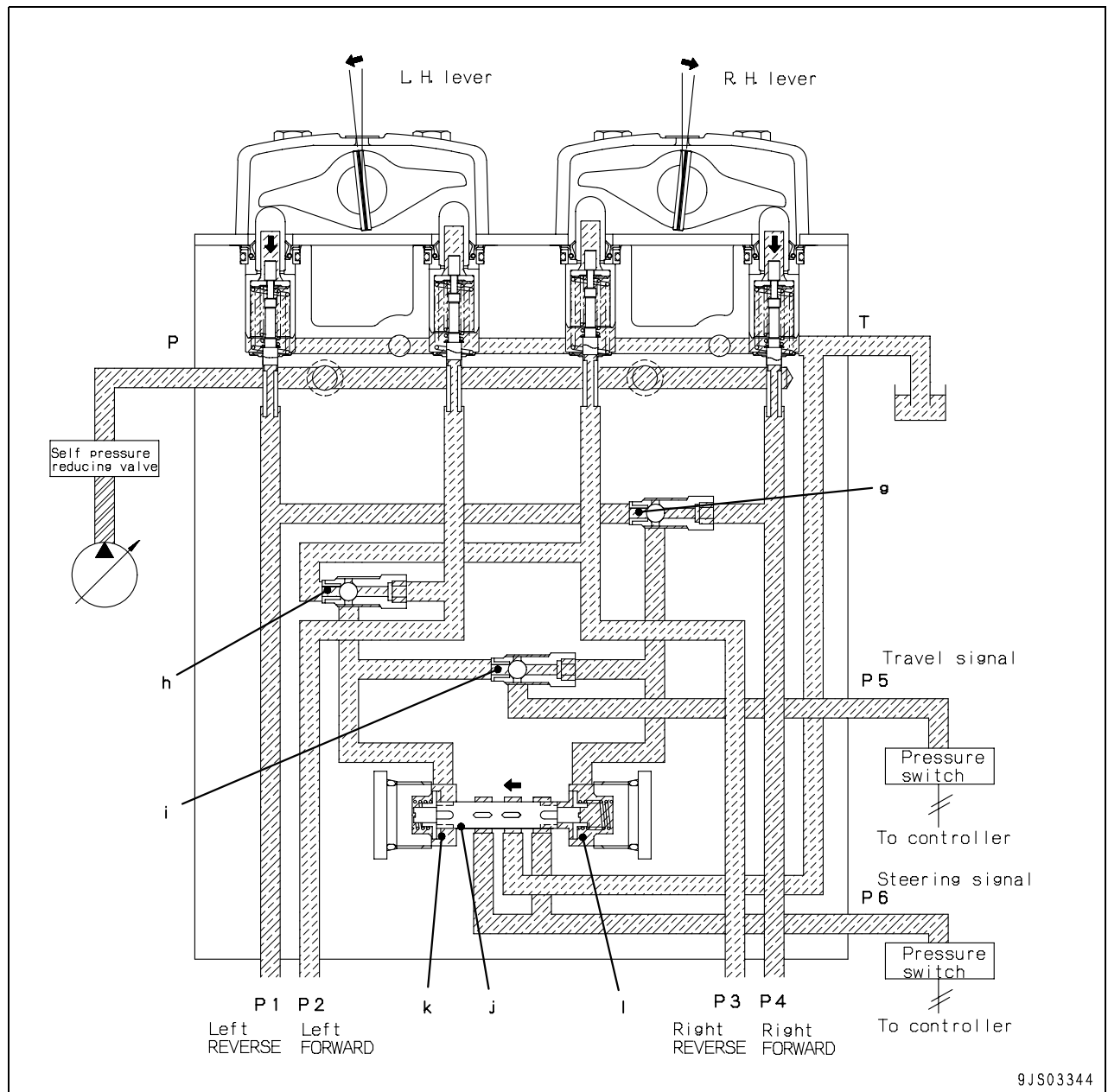
## 3) When steered or pivot-turned



★ The Illustration shows the circuit for left forward (slow) and right forward (fast) operation.

- If the operation quantities of both levers are different from each other as in the steering operation (if the difference of the pilot pressure between both sides is higher than a certain level), the pilot pressure is output as the steering signal.
- The pressure in left spring chamber (k) of steering signal spool (j) is (P2).
- The pressure in right spring chamber (l) is (P4).
- When the pressure state reaches  $[(P4 - P2) \times (\text{Spool section}) > \text{Spring set load}]$ , the spool is switched to the direction of the arrow.
- Port (P4) pressure of the L.H. or R.H. PPC valves, whichever having a higher output pressure, is output to port (P6) as the steering signal.

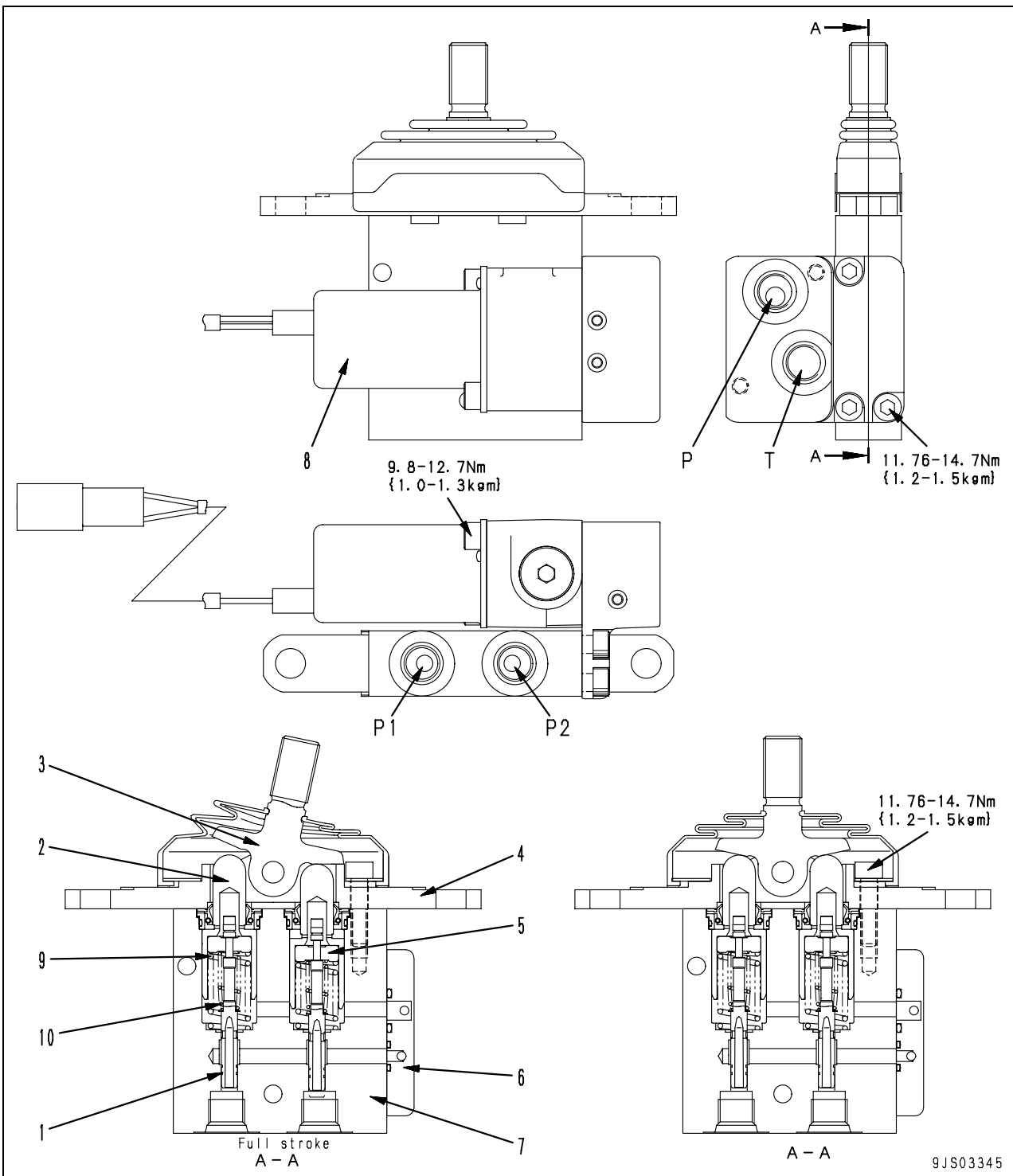
## 4) When counter-rotated



★ The illustration shows the circuit for travelling left reverse and right forward.

- When operating L.H. motor reverse [port (P1) output] and R.H. motor forward [port (P4) output], pressure of the right spring chamber (l) only rises high.
- Steering signal spool (j) strokes to the left to output the steering signal to port (P6).

Service PPC valve (with EPC valve)



★ For the details of operation, see the paragraph of “Work equipment swing PPC valve.”



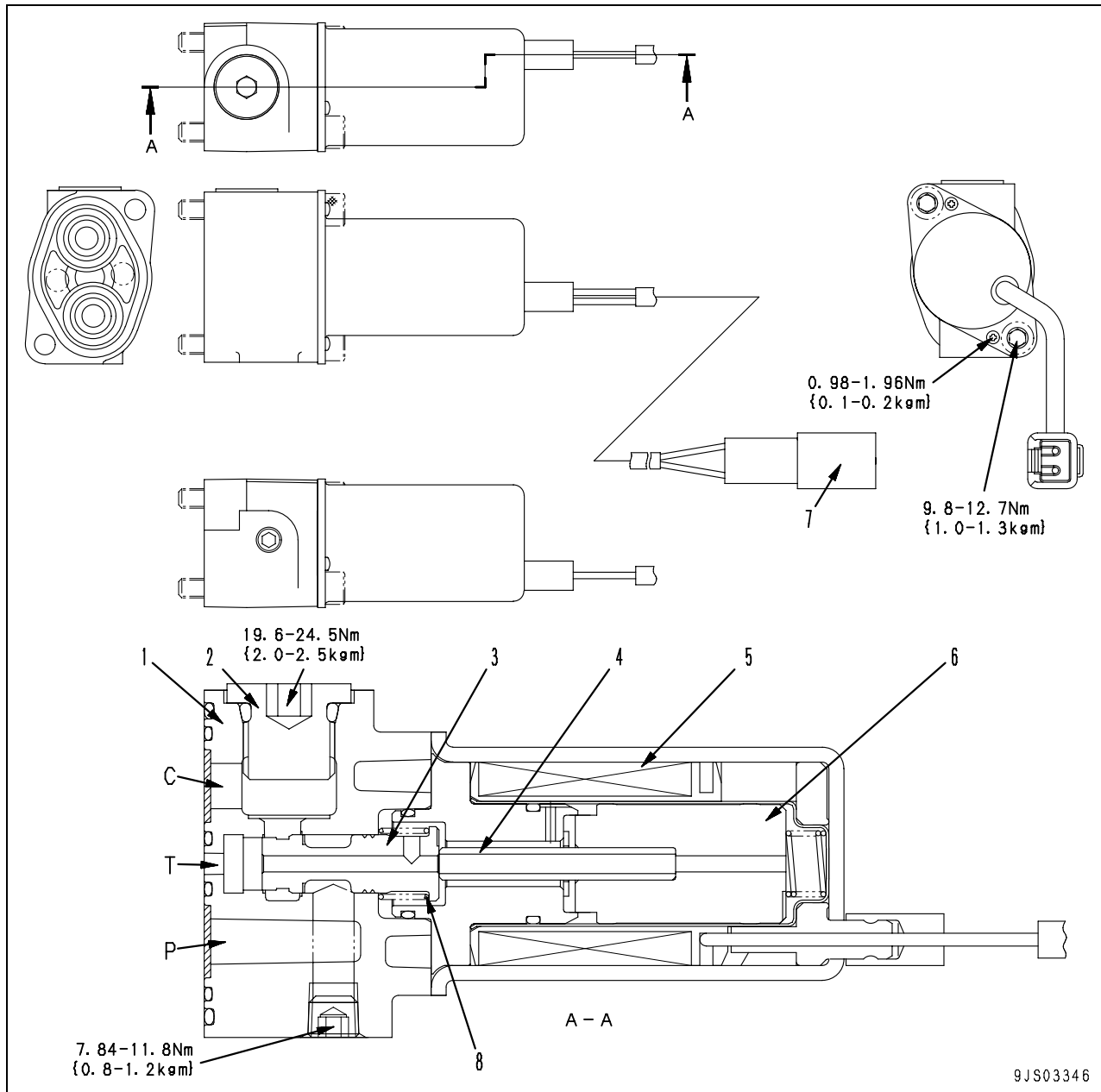
P: From self pressure reducing valve  
 P1: To service valve  
 P2: To service valve  
 T: To tank

1. Spool
2. Piston
3. Lever
4. Plate
5. Retainer
6. Block
7. Body
8. EPC valve

Unit: mm

No.	Check item	Criteria					Remedy
		Standard size			Repair limit		
		Free length x Outside diameter	Installation length	Installation load	Free length	Installation load	
9	Centering spring	33.9 x 15.3	28.4	125 N {12.7 kg}	—	100 N {10.2 kg}	If damaged or deformed, replace spring.
10	Metering spring	22.7 x 8.10	22.0	16.7 N {1.70 kg}	—	13.3 N {1.36 kg}	

1. EPC valve



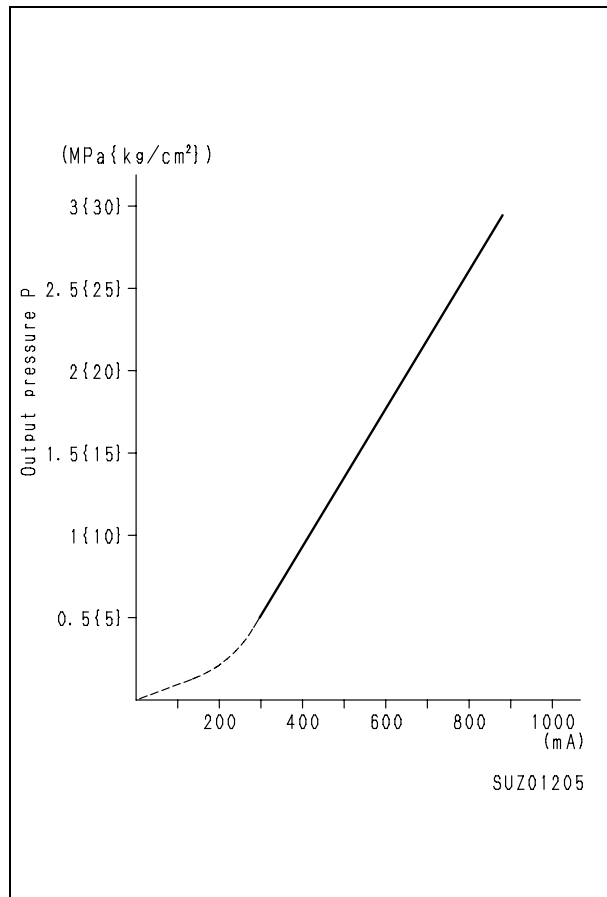
- |                                      |              |
|--------------------------------------|--------------|
| C: To control valve                  | 3. Spool     |
| P: From self pressure reducing valve | 4. Push pin  |
| T: To hydraulic tank                 | 5. Coil      |
| 1. Body                              | 6. Plunger   |
| 2. Plug                              | 7. Connector |

Unit: mm

No.	Check item	Criteria				Remedy
		Standard size		Repair limit		
8	Return spring	Free length	Installation length	Installation load	Free length	If damaged or deformed, replace EPC valve assembly.
		9.0	8.4	3.1 N {0.32 kg}	—	
		—	—	—	—	

### Function

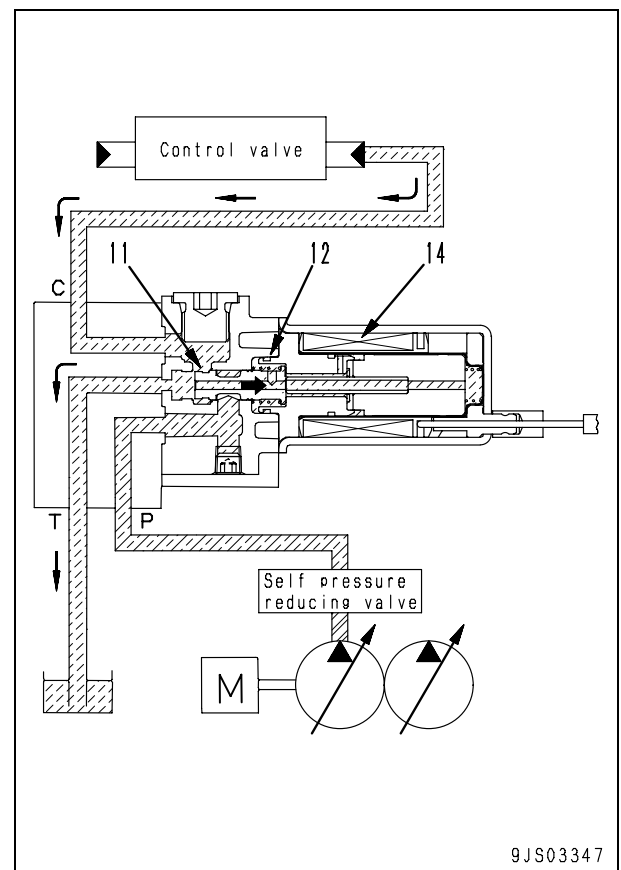
- The EPC valve consists of the proportional solenoid portion and the hydraulic valve portion.
- When it receives signal current (i) from the pump controller, it generates the EPC output pressure in proportion to the size of the signal, and outputs it to the control valve.



### Operation

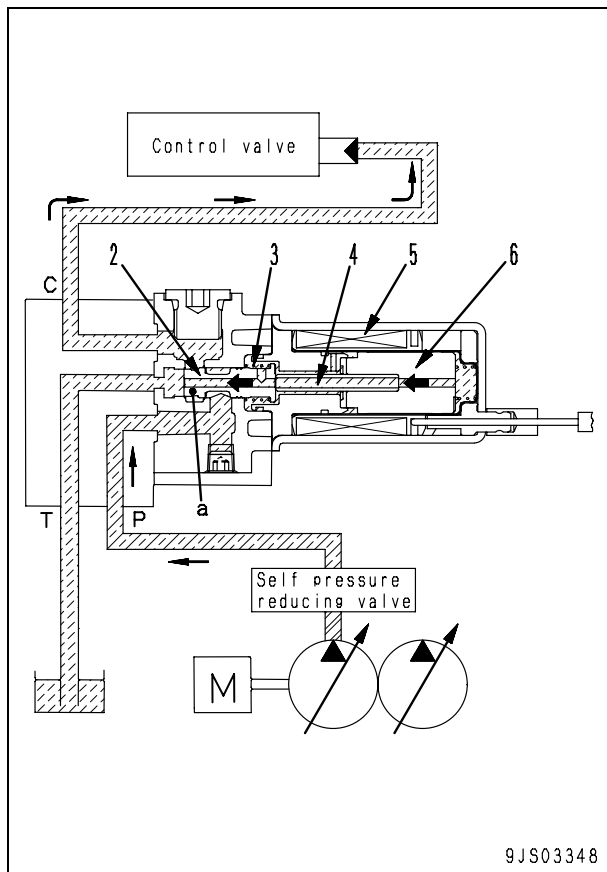
#### 1) When signal current is 0 (coil is de-energized)

- When there is no signal current flowing from the controller to coil (14), coil (14) is de-energized.
- Spool (11) is pushed to the right by spring (12).
- Port (P) closes and the pressurized oil from the front pump does not flow to the control valve.
- The pressurized oil from the control valve is drained to the tank via port (C) and port (T).



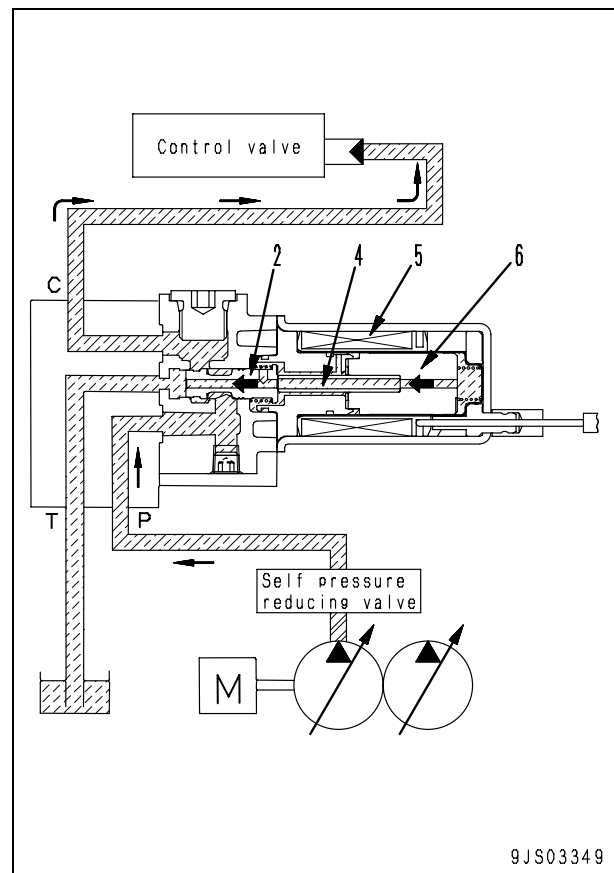
**2) When signal current is very small (coil is energized)**

- When a very small signal current flows to coil (5), coil (5) is energized, and a propulsion force is generated on the left side of plunger (6).
- Push pin (4) pushes spool (2) to the left, and pressurized oil flows from port (P) to port (C).
- Pressures on port (C) increases and the force to act on surface (a) of spool (2) and the spring load on spring (3) become larger than the propulsion force of plunger (6).
- Spool (2) is pushed to the right, port (P) is shut off from port (C) and ports (C) and (T) are connected.
- Spool (2) moves up and down so that the propulsion force of plunger (6) may be balance with pressure of port (C) + spring load of spring (3).
- The circuit pressure between the EPC valve and the control valve is controlled in proportion to the size of the signal current.



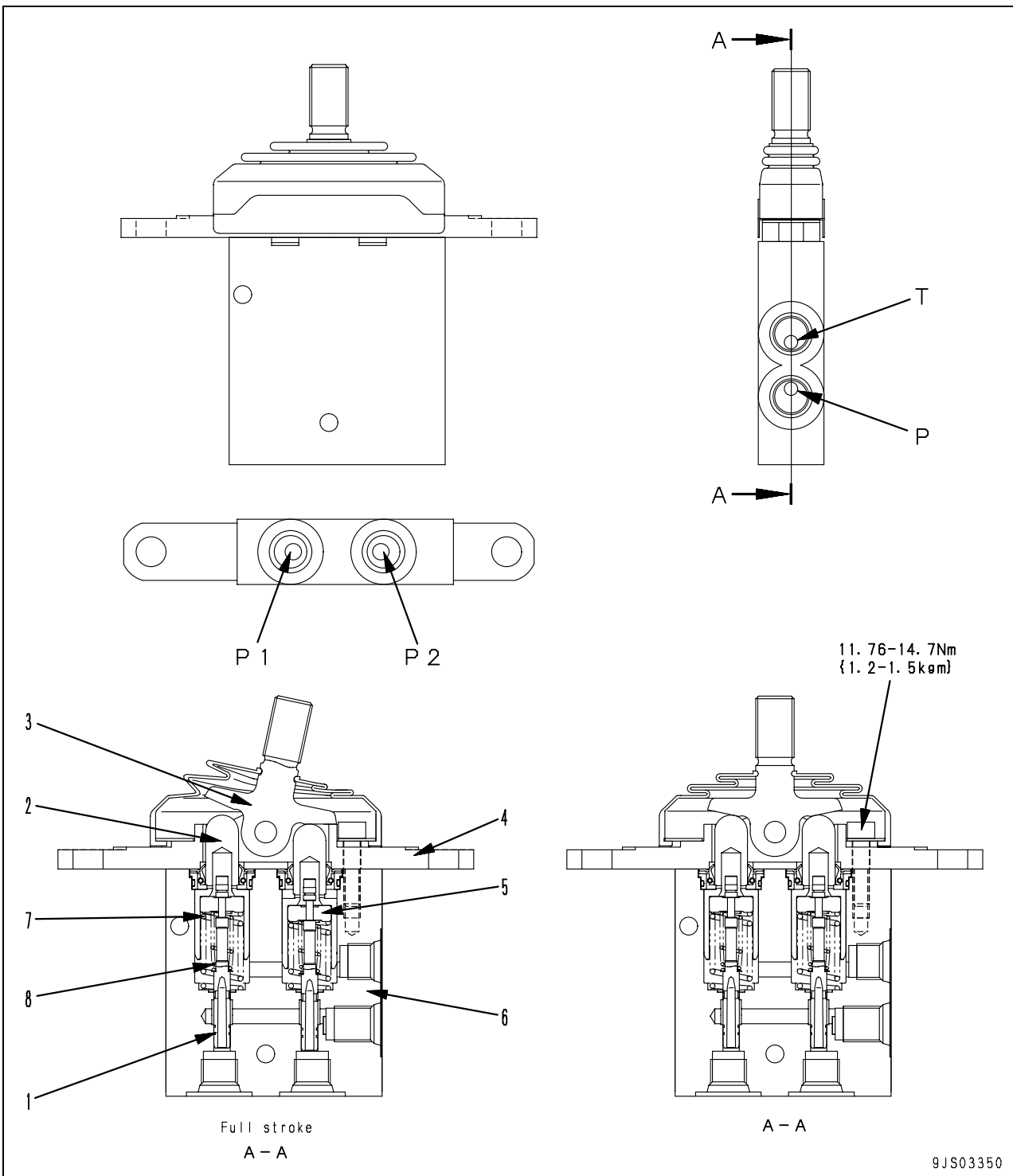
**3) When signal current is maximum (coil is energized)**

- As the signal current flows to coil (5), coil (5) is energized.
- When this happens, the signal current is at its maximum, so the propulsion force of plunger (6) is also at its maximum.
- Spool (2) is pushed to the left by push pin (4).
- The maximum volume of pressurized oil is conducted from port (P) to port (C), increasing the circuit pressure across EPC valve and the control valve to the maximum level.
- Since port (T) is closed, pressurized oil does not flow to the hydraulic tank.





Service PPC valve



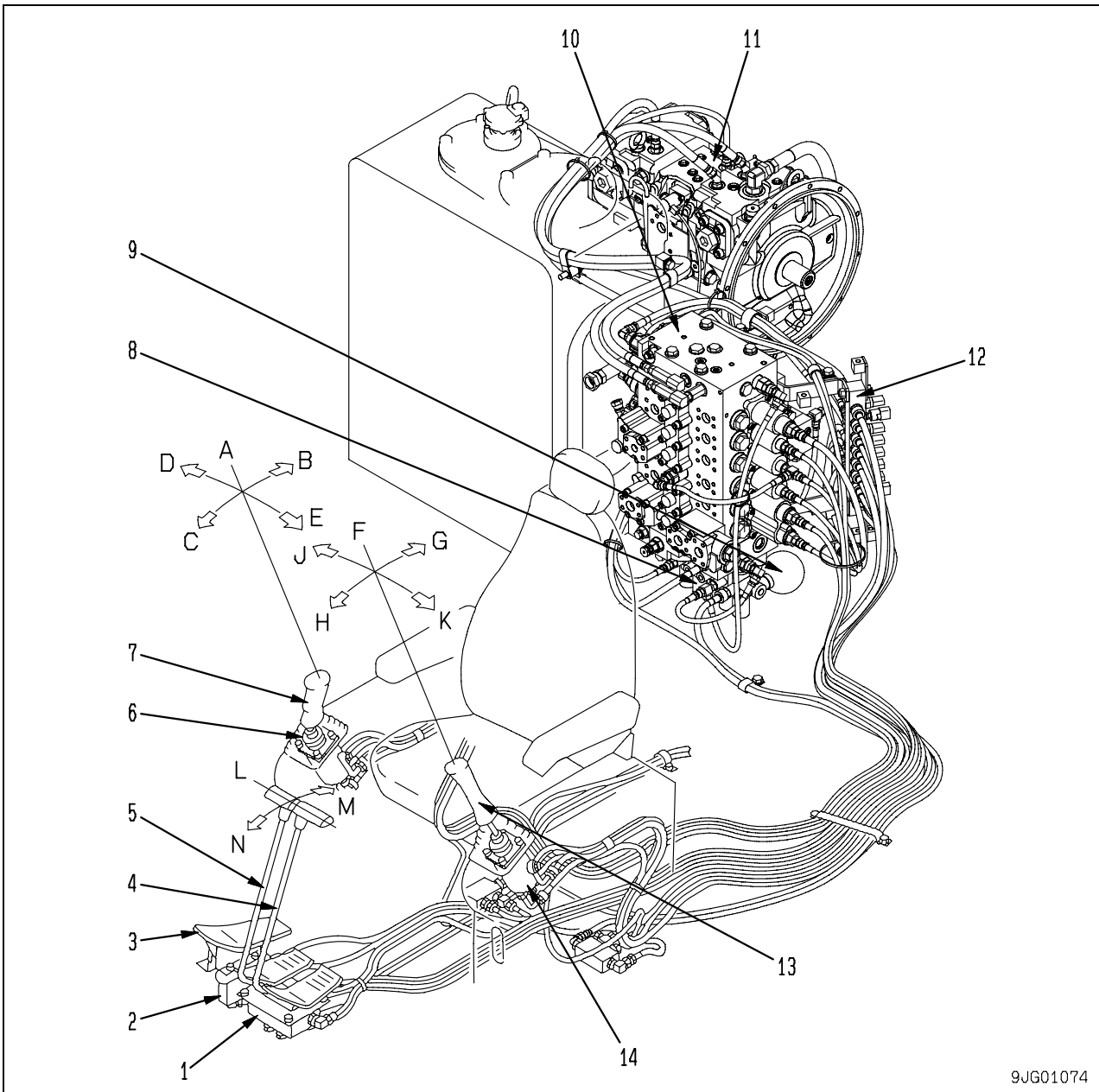
★ For the details of operation, see the paragraph of “Work equipment swing PPC valve.”

- P: From self pressure reducing valve  
 P1: To service valve  
 P2: To service valve  
 T: To tank
1. Spool
  2. Piston
  3. Lever
  4. Plate
  5. Retainer
  6. Body

Unit: mm

No.	Check item	Criteria					Remedy
		Standard size			Repair limit		
7	Centering spring	Free length x Outside diameter	Installed length	Installed load	Free length	Installed load	If damaged or deformed, replace spring.
		33.9 x 15.3	28.4	125 N {12.7 kg}	—	100 N {10.2 kg}	
8	Metering spring	22.7 x 8.10	22.0	16.7 N {1.70 kg}	—	13.3 N {1.36 kg}	

### Valve control



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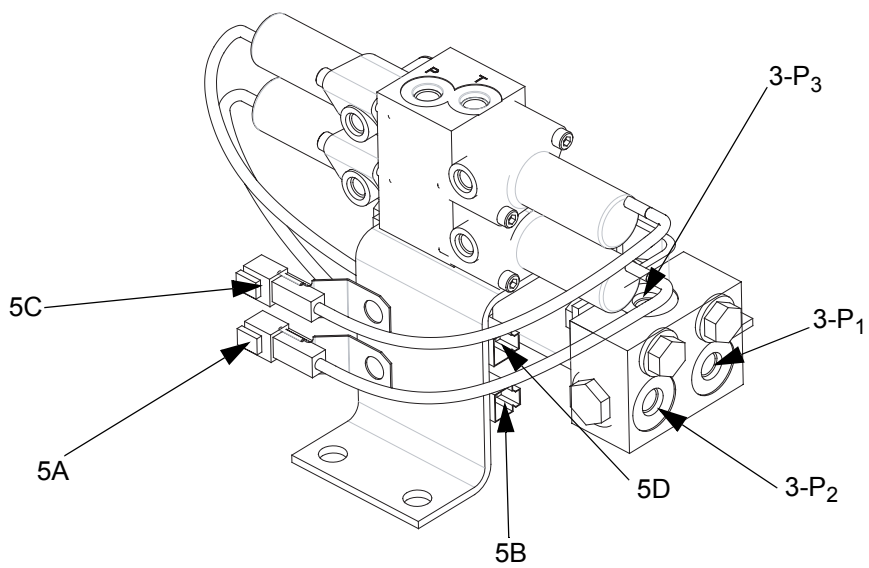
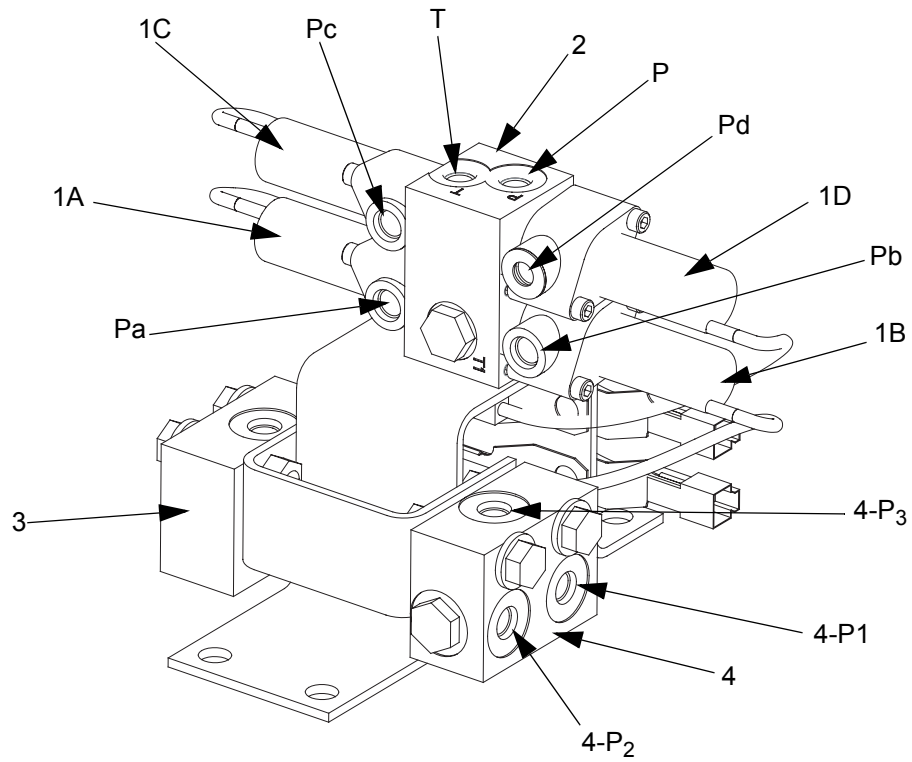
1. Travel PPC valve
2. Service PPC valve
3. Service pedal
4. L.H. travel lever
5. R.H. travel lever
6. R.H. PPC valve
7. R.H. work equipment control lever
8. Solenoid block
9. Accumulator
10. Control valve
11. Hydraulic pump
12. Junction box
13. L.H. work equipment control lever
14. L.H. PPC valve

**Lever positions**

- A. Neutral
- B. Boom "RAISE"
- C. Boom "LOWER"
- D. Bucket "DUMP"
- E. Bucket "CURL"
- F. Neutral
- G. Arm "IN"
- H. Arm "OUT"
- J. Swing "RIGHT"
- K. Swing "LEFT"
- L. Neutral
- M. Travel "REVERSE"
- N. Travel "FORWARD"

### ATT EPC Valve Assembly

(For :PC290 K50105 and up.)



1. Att EPC Valve Assembly
  - 1A. 1 ATT EPC (LH)
  - 1B. 1 ATT EPC (RH)
  - 1C. 2 ATT EPC (LH) OPT.
  - 1D. 2 ATT EPC (RH) OPT.
2. Block
3. Shuttle Valve A
4. Shuttle Valve B
5. Connector
  - 5A. 1 ATT EPC (LH) to CN-V91.
  - 5B. 1 ATT EPC (RH) to CN-V92.
  - 5C. 2 ATT EPC (LH) OPT. to CN-V93.
  - 5D. 2 ATT EPC (RH) OPT. to CN-V94.

P: From self pressure reducing valve.

T: To tank.

Pa: To 3-P<sub>2</sub>

Pb: To 4-P<sub>2</sub>

Pc: To M/V 2 ATT RH PPC (N.B. LH delivery to work equipment.)

Pd: To M/V 2 ATT LH PPC (N.B. RH delivery to work equipment.)

3-P<sub>1</sub>: From RH pedal PPC forward

4-P<sub>1</sub>: From RH pedal PPC backwards

3-P<sub>2</sub>: From Pa

4-P<sub>2</sub>: From Pb

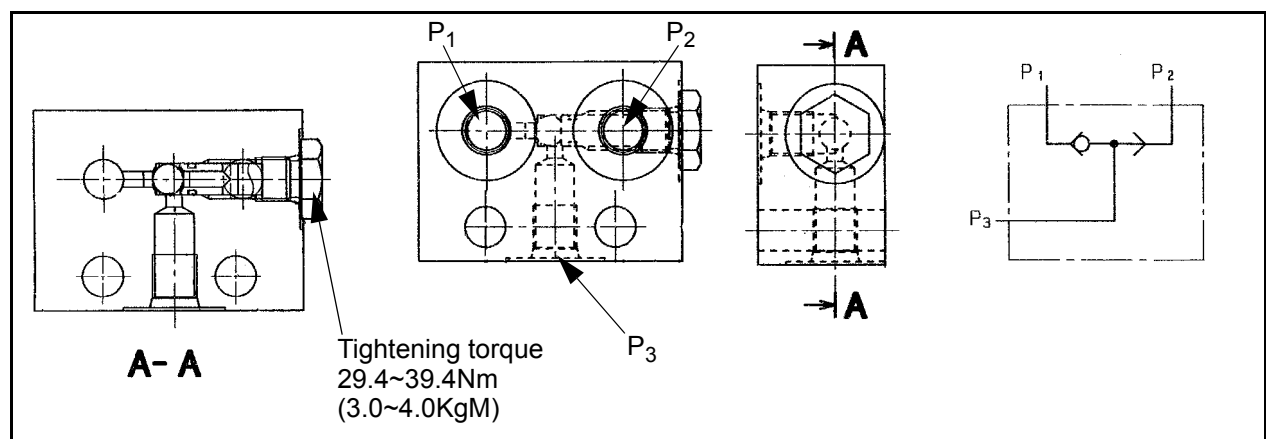
3-P<sub>3</sub>: To M/V 1 ATT RH PPC (N.B. LH delivery to W/E)

4-P<sub>3</sub>: To M/V 1 ATT LH PPC (N.B. RH delivery to W/E)

### ATT EPC Valve (1)

For details of structure, function and operation See "1. EPC valve" on page 44.

### Shuttle Valve (3 and 4)

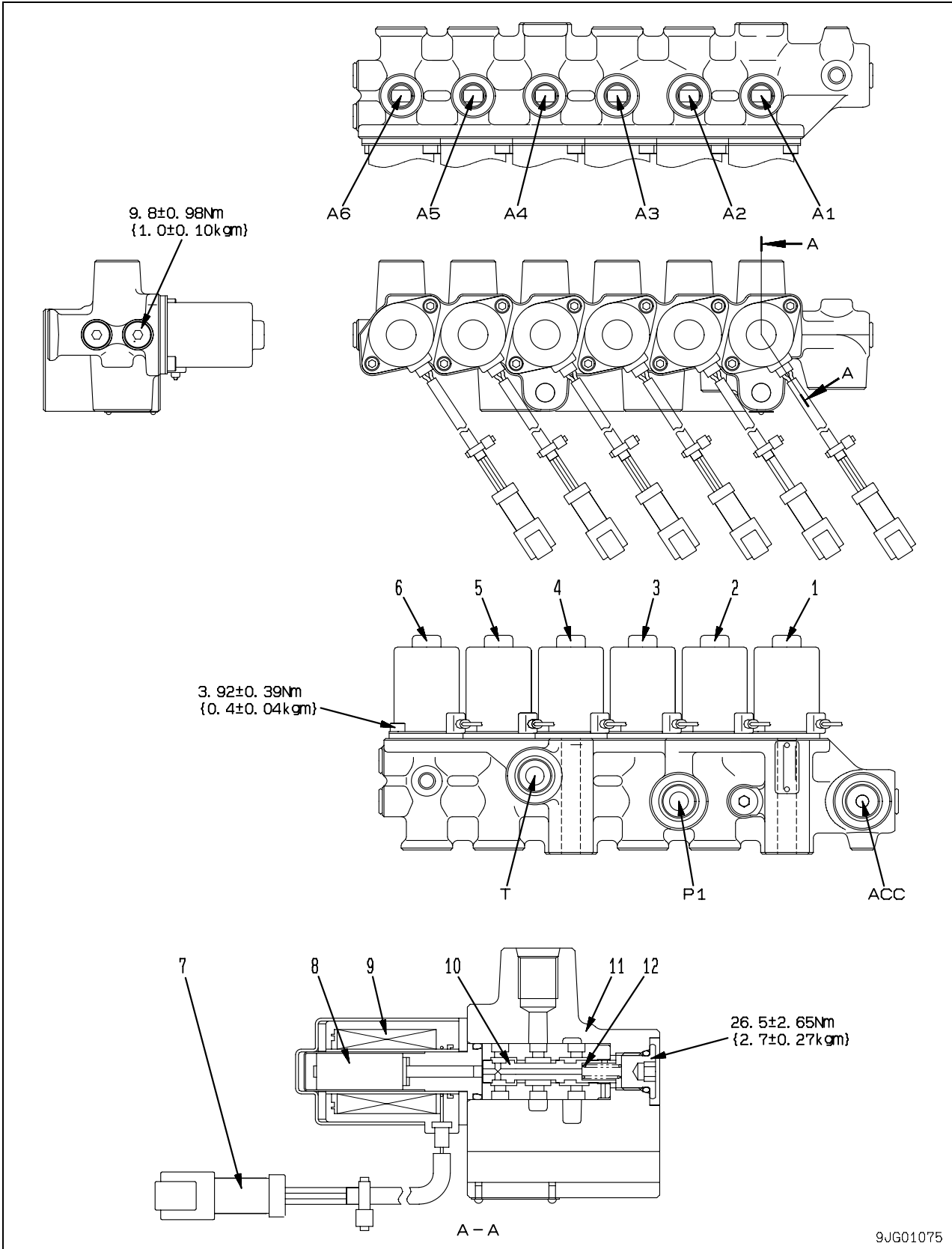


The shuttle valve allows either the RH attachment pedal or RH lever to be used. Depending on the working mode selection, the lever function is different:

- B Mode - Breaker switch on the RH lever can be operated (or pedal).  
ATT Mode - Proportional control switch on the RH lever can be operated (or pedal).

### Solenoid valve

PPC lock, travel junction, ATT selector, travel speed, swing brake, and 2-stage relief solenoid valves



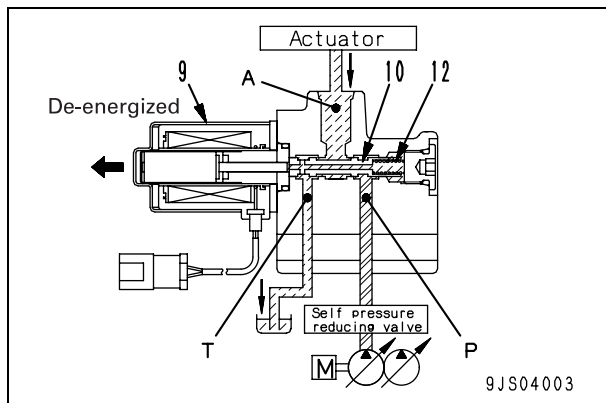
1. PPC lock solenoid valve
2. 2-stage relief solenoid valve
3. Swing brake solenoid valve
4. Travel speed solenoid valve
5. Travel junction solenoid valve
6. ATT selector solenoid valve
7. Connector
8. Moving core
9. Coil
10. Spool
11. Block
12. Spring

- T: To tank  
 A1: To PPC valve  
 A2: To main valve (2-stage relief valve)  
 A3: To swing motor  
 A4: To L.H. and R.H. travel motors  
 A5: To main valve (Travel junction valve)  
 A6: To ATT selector valve  
 P1: From main pump  
 ACC: To accumulator

**Operation**

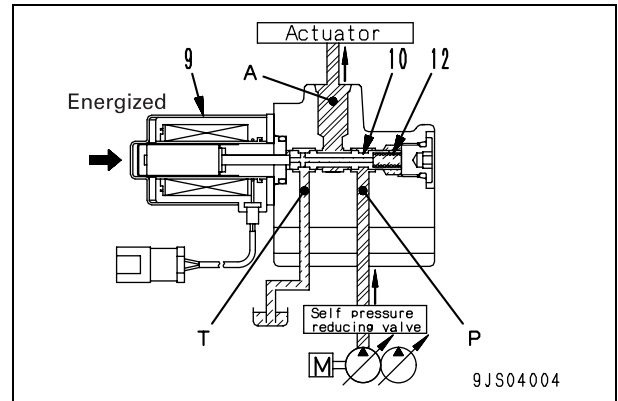
**When solenoid is de-energized**

- Since the signal current does not flow from the controller, solenoid (9) is de-energized. For this reason, spool (10) is pushed to the left by spring (12). Since port (P) is closed to port (A), pressurized oil from the main pump does not flow to the actuator. At this time, the oil from the actuator is drained through ports (A) and (T) into the tank.

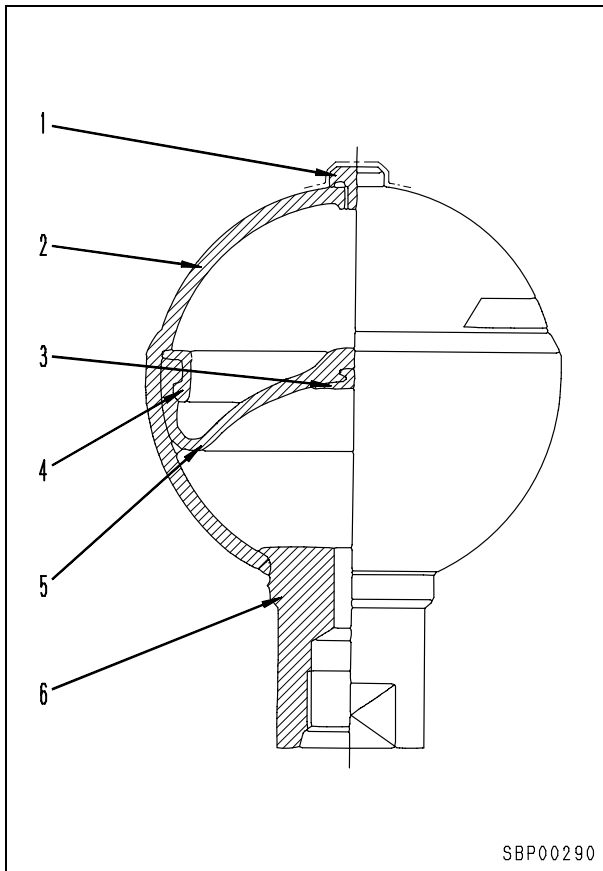


**When solenoid is energized**

- As the signal current flows from the controller to solenoid (9), solenoid (9) is energized. Accordingly, spool (10) is pushed to the right. This operation flows the pressurized oil from the main pump, through port (P), via inside spool (10), to port (A), and eventually to the actuator. At the same time, port (T) closes, the oil does not flow to the tank.



## PPC Accumulator



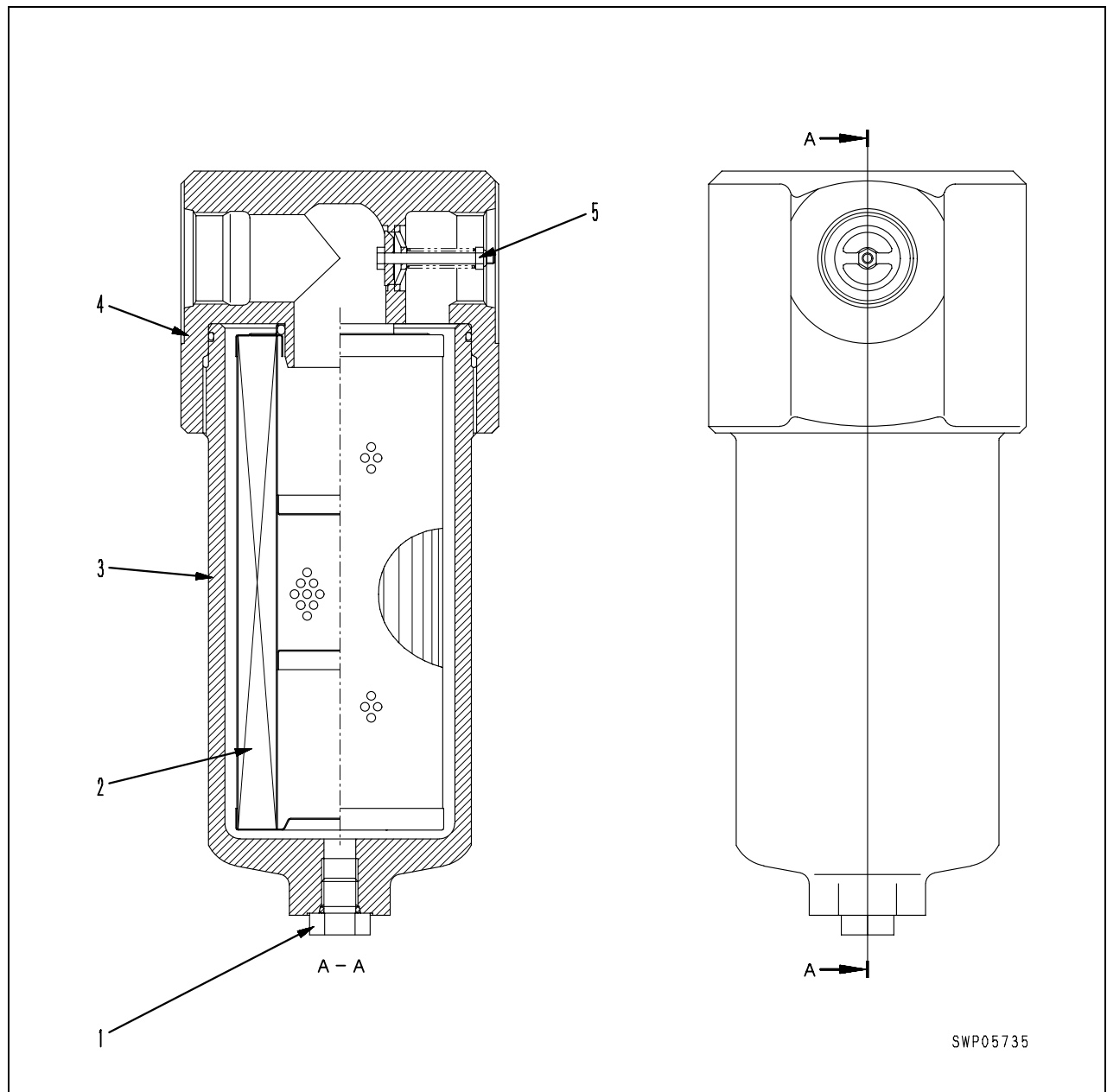
1. Gas plug
2. Shell
3. Poppet
4. Holder
5. Bladder
6. Oil port

### Specifications

Gas capacity: 300 cc (for PPC)

## Return oil filter

For breaker

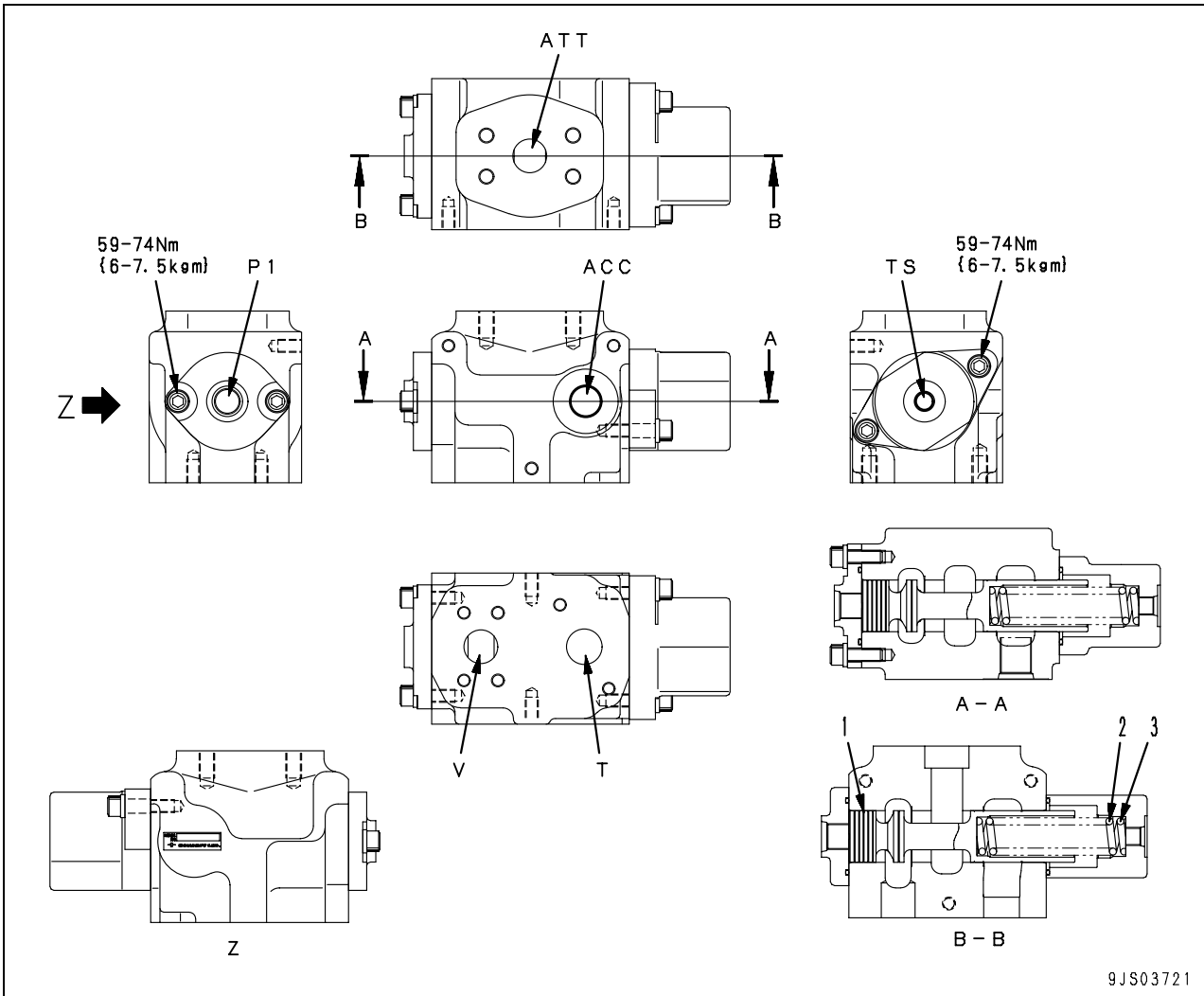


1. Drain plug
2. Filter
3. Case
4. Head cover
5. Relief valve

### Specifications

Rated pressure: 6.9 MPa {70 kg/cm<sup>2</sup>}  
 Flow rate: 200 l/min  
 Relief valve cracking pressure:  
 0.34 ± 0.05 MPa {3.5 ± 0.5 kg/cm<sup>2</sup>}  
 Filter mesh size: 6 × m  
 Filtering area: 4,570 cm<sup>2</sup>

### Attachment circuit selector valve



- ACC: To accumulator
  - ATT: To attachment
  - P1: From attachment selector solenoid valve
  - T: To hydraulic oil tank
  - TS: To hydraulic oil tank
  - V: To control valve
- 1. Spool
  - 2. Spring

Unit: mm

No.	Check item	Criteria				Remedy
		Standard size		Repair limit		
3	Spool return spring	Free length x Outside diameter	Installed length	Installed load	Free length	If damaged or deformed, replace spring.
		132 x 29	114.5	834 N {85.0 kg}	—	
					667 N {68.0 kg}	



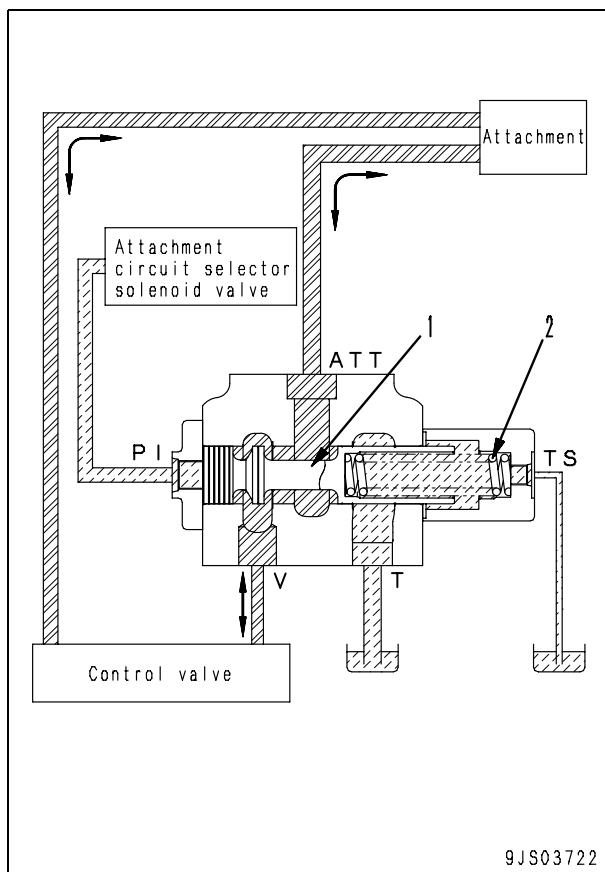
### Function

- When a breaker is installed, the return oil from the breaker does not pass through the main valve, but returns directly to the hydraulic tank.
- When other attachments (crusher, etc.) are installed, the attachment and the main valve are interconnected.

### Operation

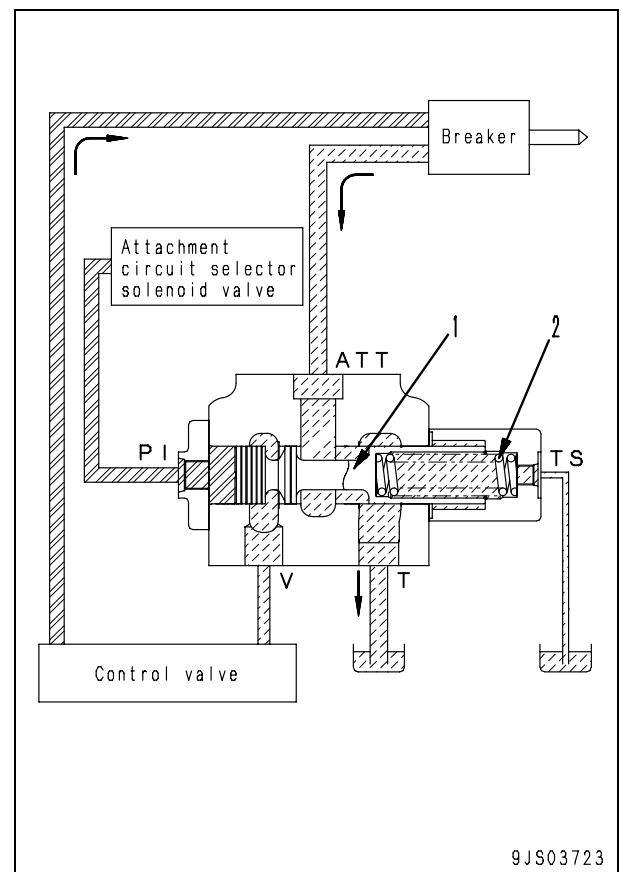
#### 1. When attachment other than breaker is installed

- Spool (1) is pressed to the left by the force of spring (2).
- Ports (ATT) and (V) are interconnected and ports (ATT) and (T) are shut off. Attachment is thus interconnected to the control valve.



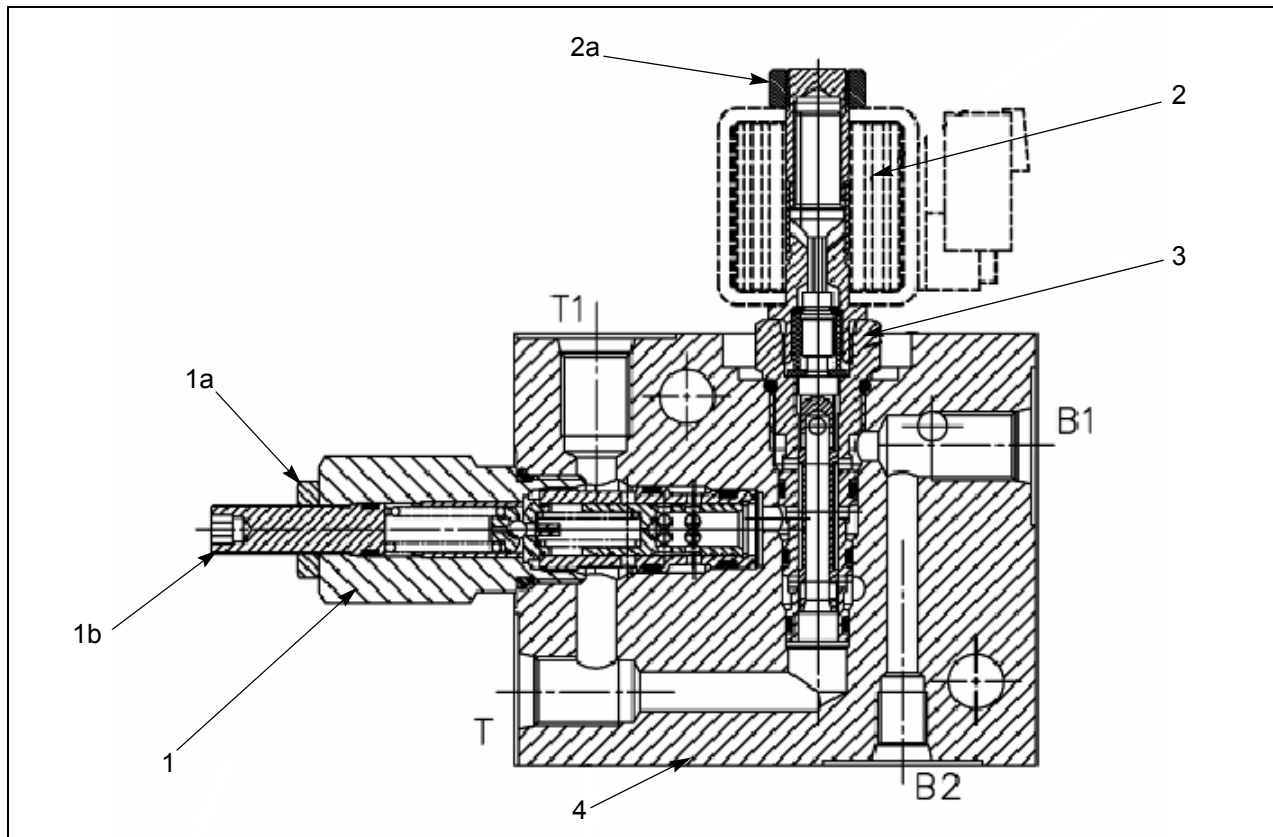
#### 2. When breaker is installed

- Pilot pressure from the attachment circuit selector solenoid valve contracts spring (2), and spool (1) moves to the right to the stroke end.
- Ports (ATT) and (V) are shut off and ports (ATT) and (T) are interconnected.
- Pressurized oil returning from the breaker returns directly to the hydraulic tank via port (T) without passing through the control valve.



## Quick coupler control valve

(FOR PC290 K50001 ~ K50104)



- |    |                           |
|----|---------------------------|
| 1  | Pressure regulating valve |
| 1a | Lock nut                  |
| 1b | Adjustment screw          |
| 2  | Solenoid                  |
| 2a | Nut                       |
| 3  | Directional control valve |
| 4  | Block                     |

### Specification

Min set pressure: 1MPa (10.2 kg/cm<sup>2</sup>).

Max set pressure 30+/-5 Mpa (306+/-51kg/cm<sup>2</sup>)

Flow: 120l/min.

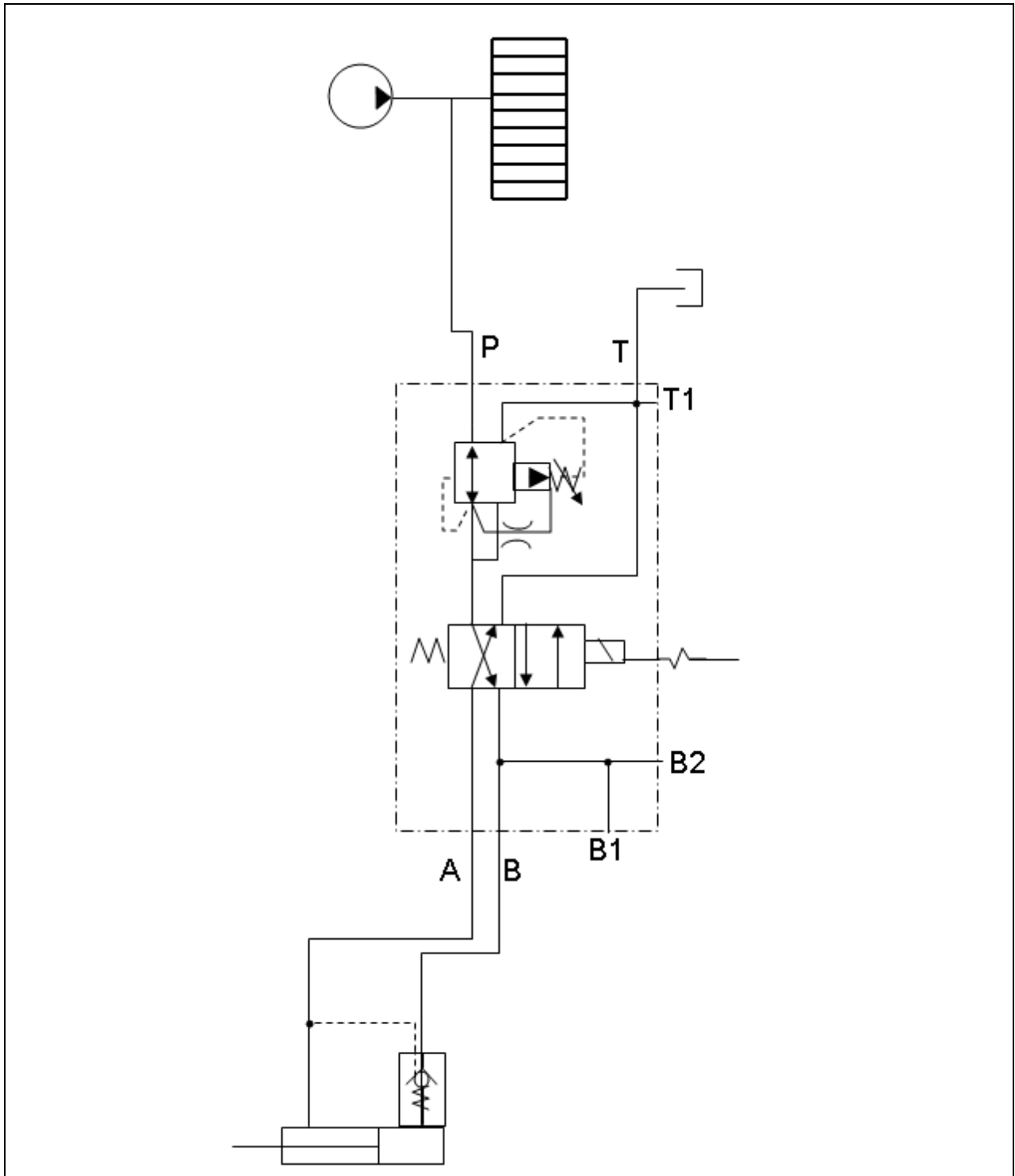
### Operation

1. When solenoid is switched OFF
  - Since the signal from the operation switch (Op-Cab RHS console) is off solenoid (2) is deenergised. For this reason, directional control valve (3) is in the default position and oil will flow from port P to port B.
  - Oil returning from the quick coupler will flow from port A to port T.
  - The setting of the pressure regulating valve (1) will determine the maximum pressure at port B. When the stroke end of

the quick coupler cylinder is reached the pressure at the cylinder will be the set pressure of the regulating valve(1).

- The pressure regulating valve can be adjusted according to the specification of the coupler. The minimum setting is 1MPa and the maximum setting is 30+5MPa.
2. When solenoid is switched ON
    - When the operating switch (Op-Cab RHS console) is on current will flow to the solenoid (2) energising it. Accordingly, the directional control valve (3) will move upwards and oil will flow from port P to port A.
    - Oil returning from the quick coupler will flow from port B to port T.
    - The setting of the pressure regulating valve (1) will determine the maximum pressure at port A. When the stroke end of the quick coupler is reached the pressure at the cylinder will be the set pressure of the regulating valve (1).

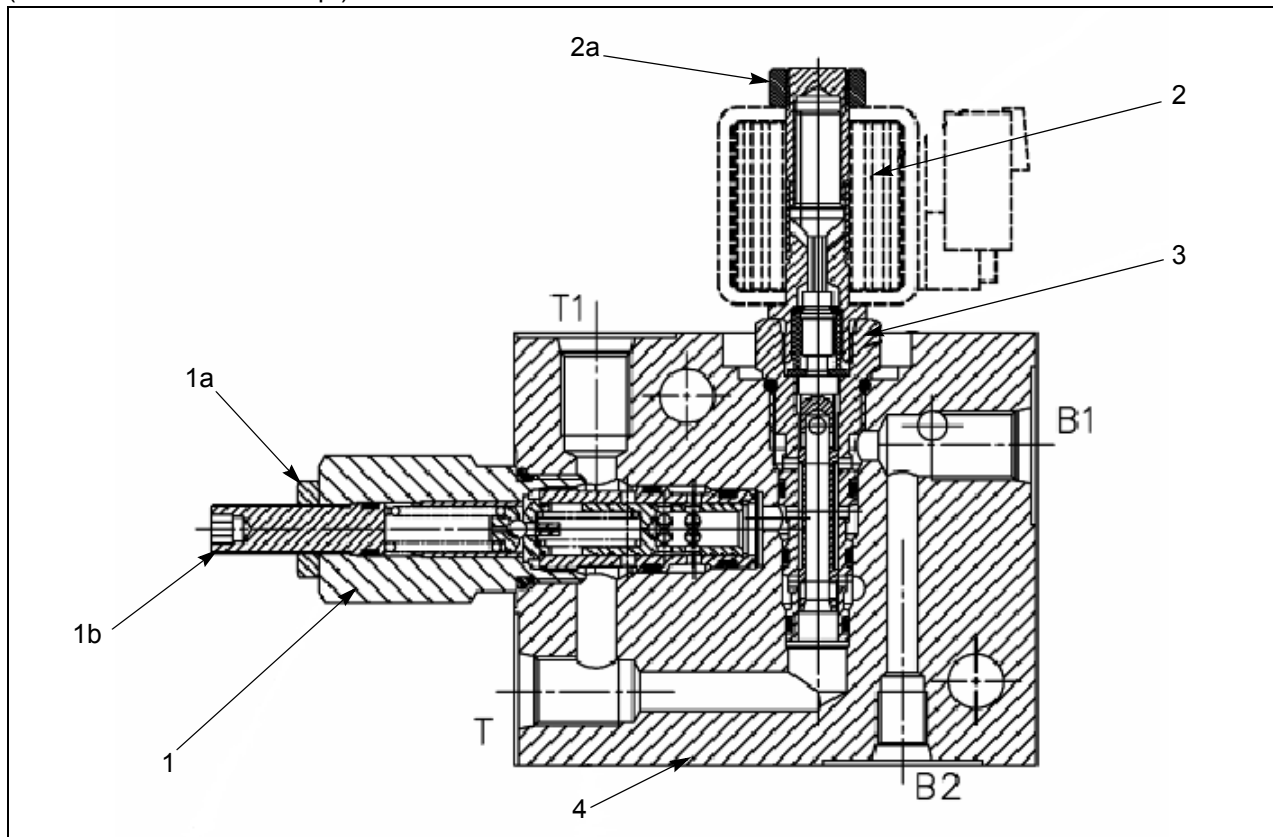
Schematic



- P Supply pressure from main valve
- T To tank
- B Supply to quick coupler - lock and hold direction
- B1 Pressure checking port for B line
- B2 Spare
- A Supply to quick coupler - unlock direction

## Quick coupler control valve

(For PC290 K50105 and up.)



- |    |                           |
|----|---------------------------|
| 1  | Pressure regulating valve |
| 1a | Lock nut                  |
| 1b | Adjustment screw          |
| 2  | Solenoid                  |
| 2a | Nut                       |
| 3  | Directional control valve |
| 4  | Block                     |

### Specification

Min set pressure: 1MPa (10.2 kg/cm<sup>2</sup>).

Max set pressure 30+/-5 Mpa (306+/-51kg/cm<sup>2</sup>)

Flow: 120l/min.

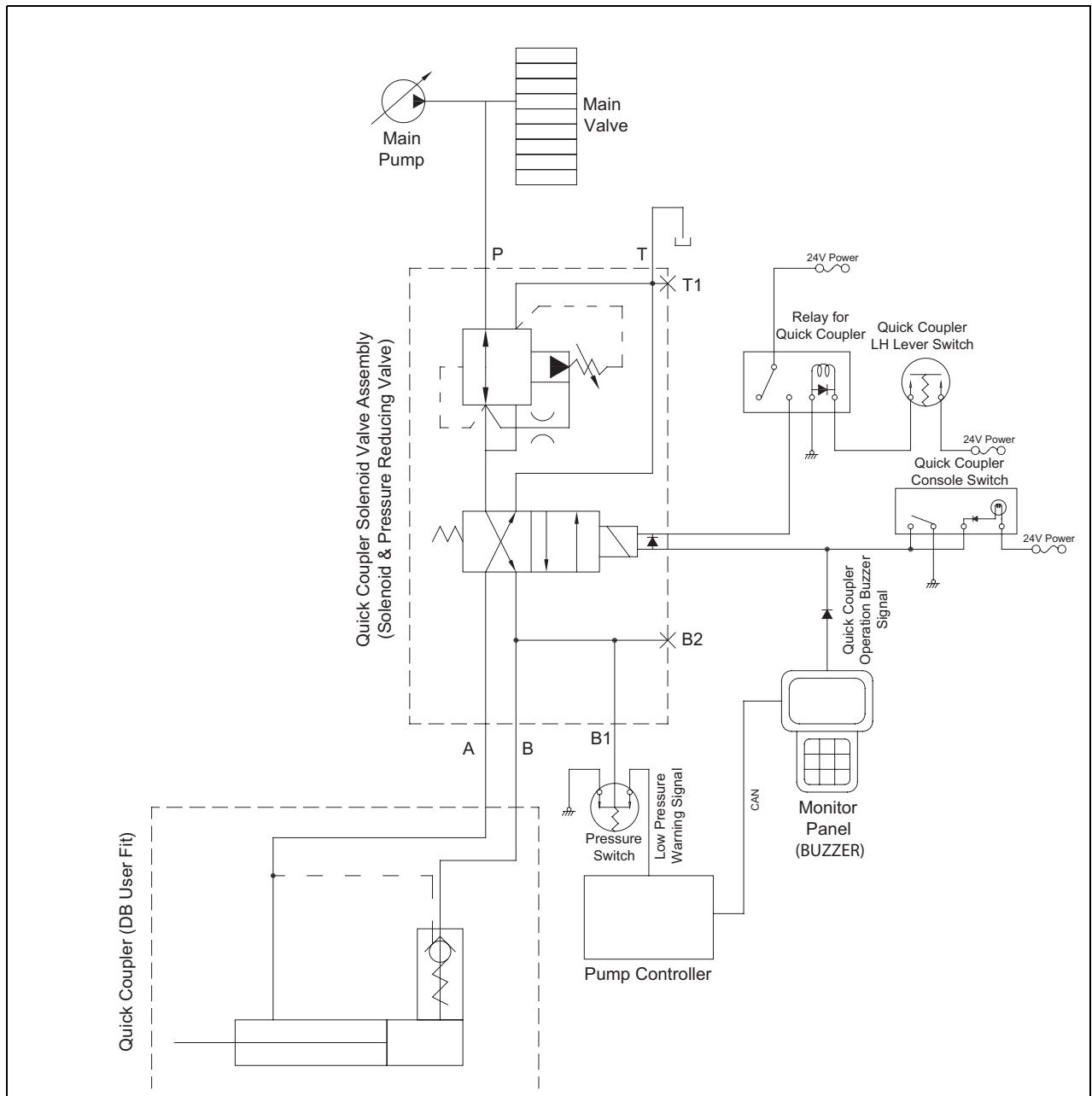
### Operation

- When solenoid is switched OFF
  - Since the signal from the operation switches is off, solenoid (2) is deenergised. For this reason, directional control valve (3) is in the default position and oil will flow from port P to port B.
  - Oil returning from the quick coupler will flow from port A to port T.
  - The setting of the pressure regulating valve (1) will determine the maximum pressure at port B. When the stroke end of the quick coupler cylinder is reached the

pressure at the cylinder will be the set pressure of the regulating valve(1).

- The pressure regulating valve can be adjusted according to the specification of the coupler. The minimum setting is 1MPa and the maximum setting is 30+5MPa.
- When solenoid is switched ON
    - When the quick coupler switch (Op Cab RHS) and quick coupler LH lever switch are pressed at the same time current will flow to the solenoid (2) energising it. Accordingly, the directional control valve (3) will move upwards and oil will flow from port P to port A.
    - Oil returning from the quick coupler will flow from port B to port T.
    - The setting of the pressure regulating valve (1) will determine the maximum pressure at port A. When the stroke end of the quick coupler is reached the pressure at the cylinder will be the set pressure of the regulating valve (1).

Schematic



- P Supply pressure from main valve
- T To tank
- B Supply to quick coupler - lock and hold direction
- B1 Low pressure warning switch port
- B2 Pressure checking port for B line
- A Supply to quick coupler - unlock direction

**Function**

This circuit enables the quick coupler to be locked and unlocked.

1. Normal condition (lock).  
Pressure from the main pump flows from port P to B (W/E RH side) and locks the quick coupler.

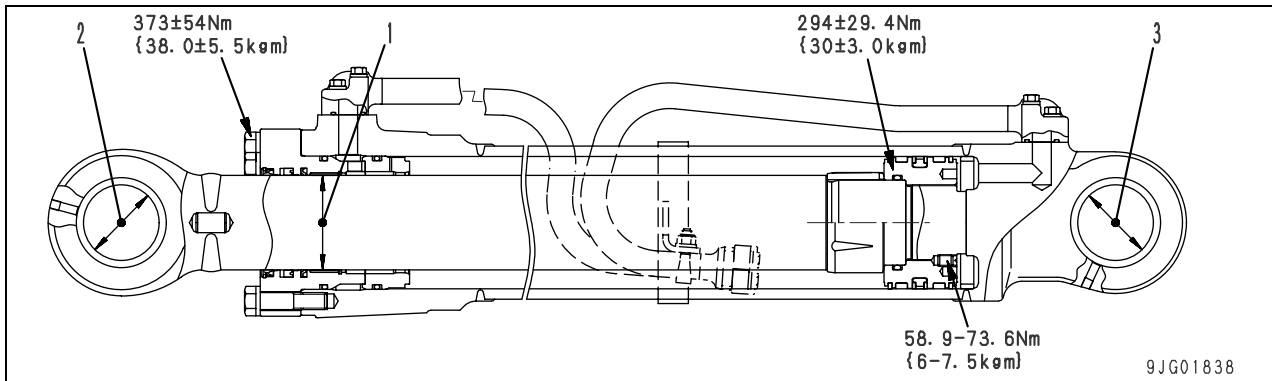
2. Unlock

Press the quick coupler console switch, the lamp on the switch will illuminate and a warning buzzer will sound on the monitor panel. Press the quick coupler LH lever switch at the same time to activate the solenoid. Pressure from the main pump flows through port P to A (W/E LH side) and unlocks the quick coupler. Low pressure warning system

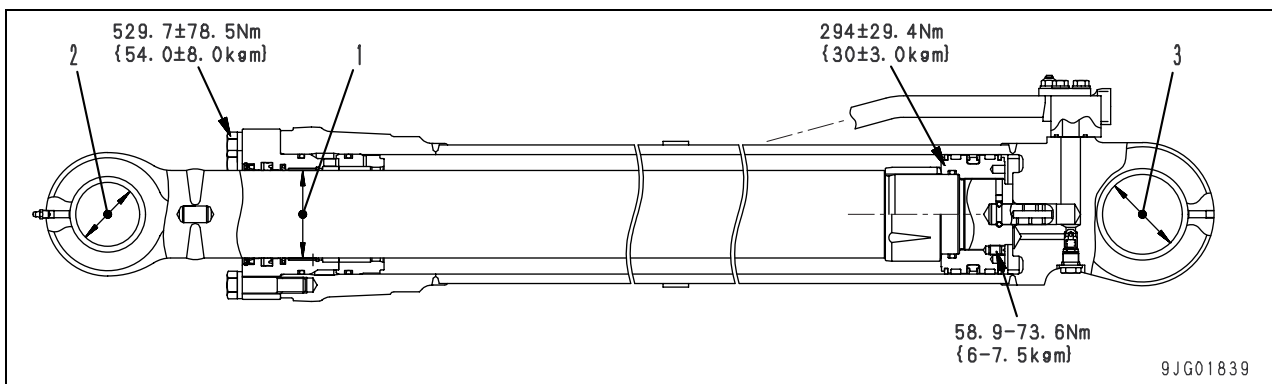
When the circuit pressure is below the setting of the pressure switch ( $25 \pm 5 \text{Kg/cm}^2$ ) and main pump pressure is greater than  $35 \text{Kg/cm}^2$ , the buzzer sounds to warn the circuit pressure is low. This buzzer can not be cancelled with the buzzer cancel button on the monitor panel.

# Hydraulic cylinder

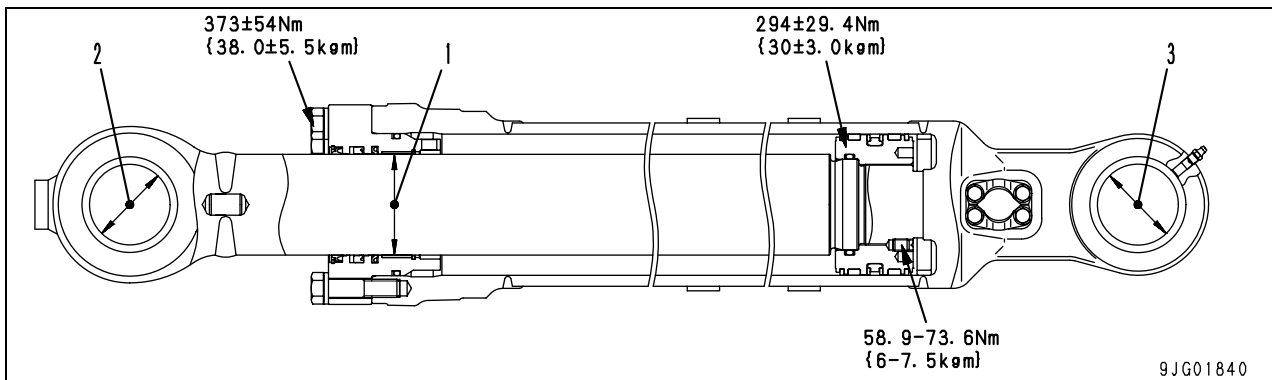
## Boom cylinder



## Arm cylinder



## Bucket cylinder



Unit: mm

No.	Check item	Cylinder	Standard size	Tolerance		Standard clearance	Clearance limit	Remedy
				Shaft	Hole			
1	Clearance between piston rod and bushing	Boom	100	-0.036 -0.090	+0.257 +0.047	0.083 – 0.347	0.437	Replace bushing
		Arm	110	-0.036 -0.090	+0.261 +0.047	0.083 – 0.351	0.451	
		Bucket (2.0/2.5m Arm)	100	-0.036 -0.090	+0.257 +0.047	0.083 – 0.347	0.447	
		Bucket (3.0/3.5m Arm)	90	-0.030 -0.076	+0.257 +0.047	0.083 – 0.347	0.447	
		Boom	80	-0.030 -0.060	+0.190 +0.070	0.100 – 0.250	1.0	
2	Clearance between piston rod support shaft and bushing	Arm	80	-0.030 -0.076	+0.190 +0.070	0.100 – 0.266	1.0	Replace pin or bushing
		Bucket (2.0/2.5m Arm)	80	-0.030 -0.076	+0.457 +0.370	0.400 – 0.533	1.0	
		Bucket (3.0/3.5m Arm)	80	-0.030 -0.076	+0.457 +0.370	0.400 – 0.533	1.0	
		Boom	80	-0.030 -0.060	+0.190 +0.070	0.100 – 0.250	1.0	
3	Clearance between cylinder bottom support shaft and bushing	Arm	100	-0.036 -0.090	+0.190 +0.070	0.106 – 0.280	1.0	Replace pin or bushing
		Bucket (2.0/2.5m Arm)	80	-0.030 -0.076	+0.190 +0.070	0.100 – 0.266	1.0	
		Bucket (3.0/3.5m Arm)	80	-0.030 -0.076	+0.190 +0.070	0.100 – 0.266	1.0	
		Boom	80	-0.030 -0.060	+0.190 +0.070	0.100 – 0.250	1.0	

PC290LC, 290NLC-8 Hydraulic excavator

Form No. UEN00010-01

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# HYDRAULIC EXCAVATOR

## PC290LC-8 PC290NLC-8

Machine model	Serial number
PC290LC-8	K50001 and up
PC290NLC-8	K50001 and up

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## 10 Structure, function and maintenance standard

### Work equipment

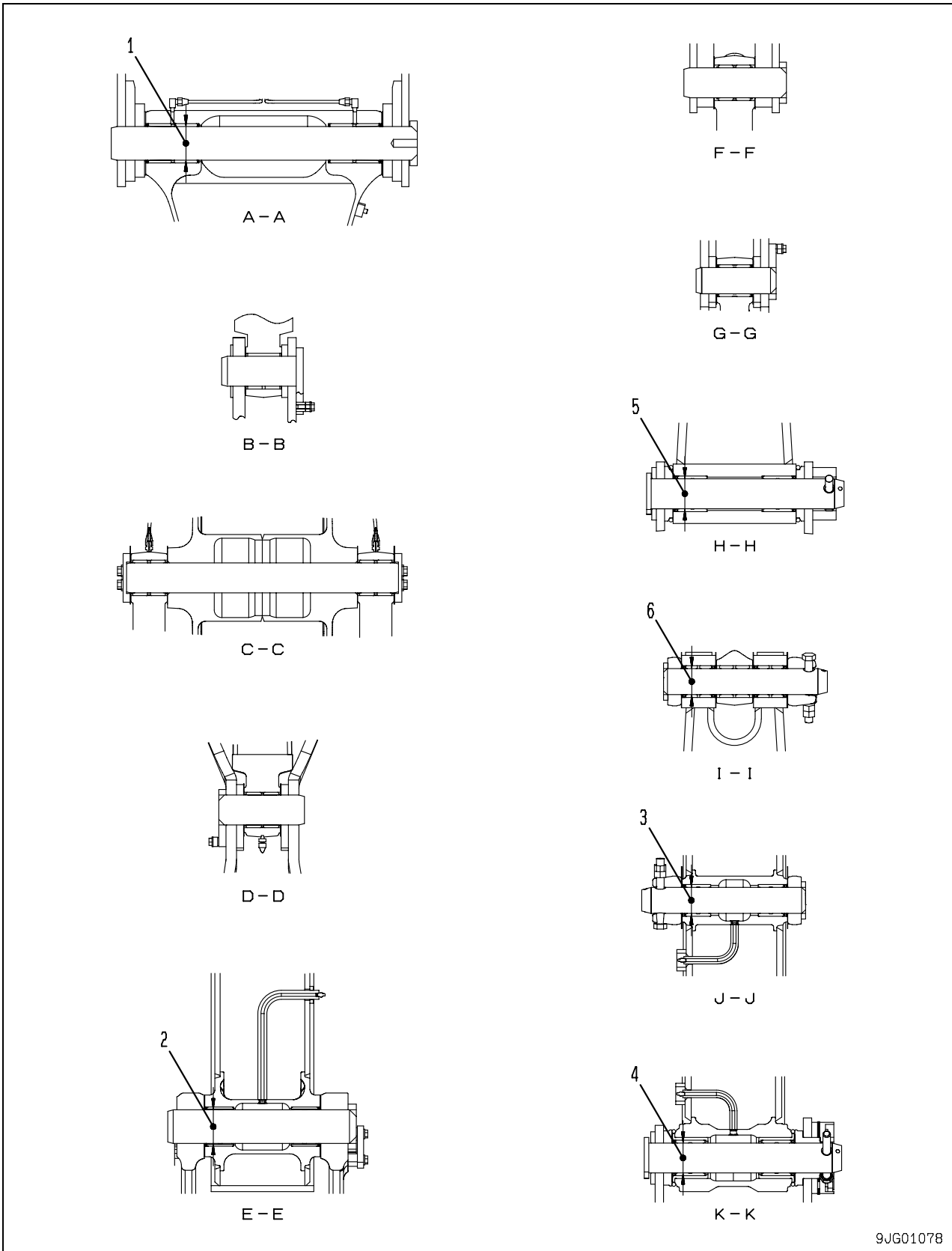
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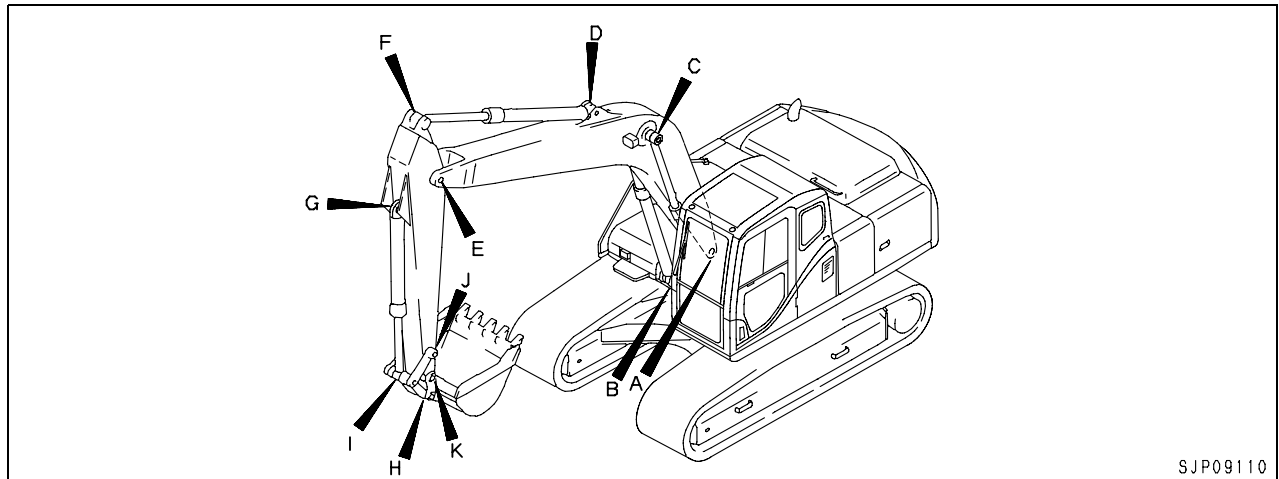
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Work equipment.....	2
Dimensions of components .....	2

# Work equipment

## Dimensions of components



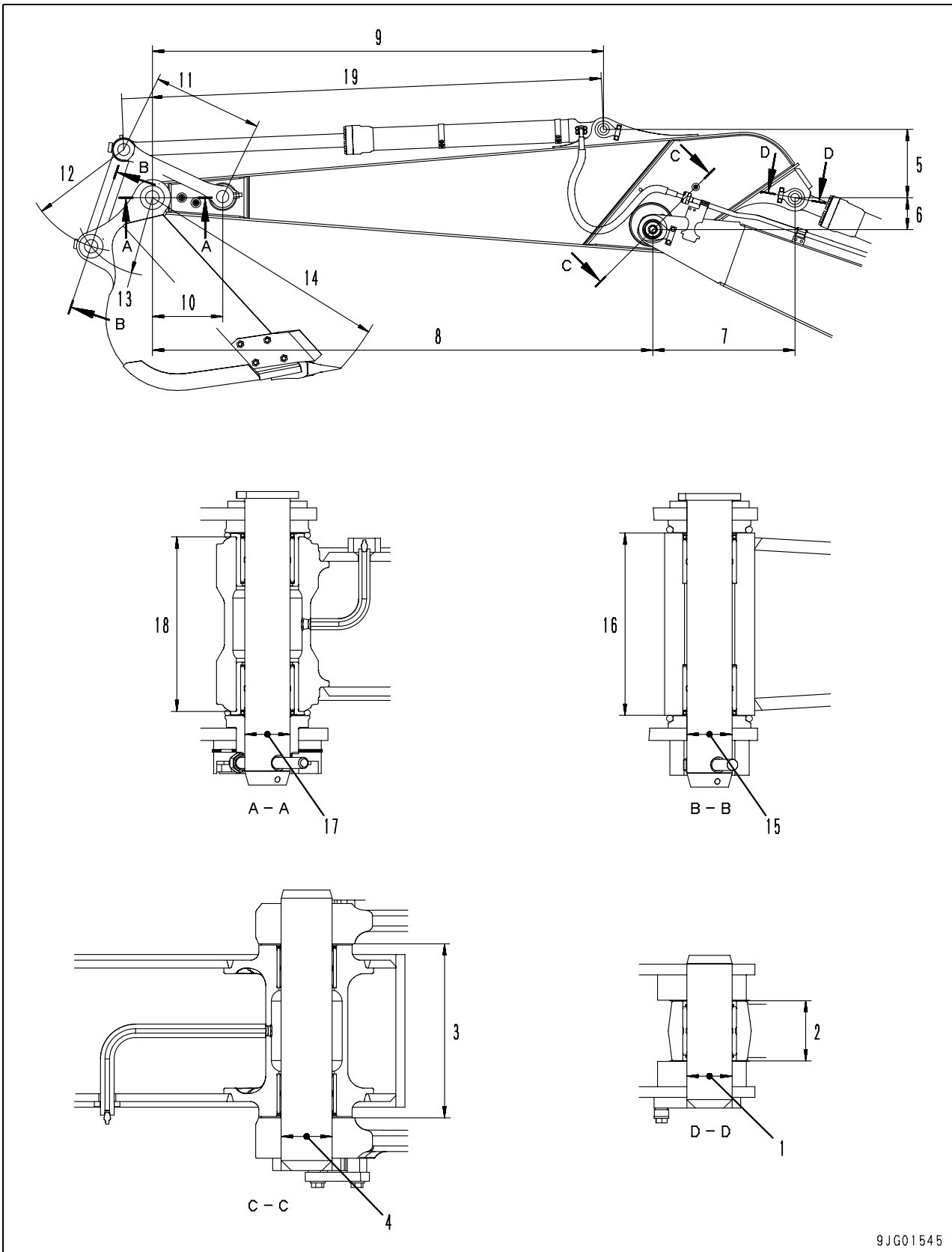


SJP09110

Unit: mm

No.	Check item	Criteria				Remedy	
		Standard size	Tolerance		Standard clearance		Clearance limit
			Shaft	Hole			
1	Clearance between pin connecting boom and revolving frame and bushing	100	-0.036 -0.071	+0.138 +0.078	0.114 – 0.209	Replace	
2	Clearance between pin connecting boom and arm and bushing	90	-0.036 -0.071	+0.137 +0.077	0.113 – 0.208		
3	Clearance between pin connecting arm and link and bushing	80	-0.030 -0.076	+0.337 +0.273	0.303 – 0.413		
4	Clearance between pin connecting arm and bucket and bushing	80	-0.030 -0.076	+0.324 +0.270	0.300 – 0.400		
5	Clearance between pin connecting link and bucket and bushing	80	-0.030 -0.076	+0.337 +0.273	0.303 – 0.413		
6	Clearance between pin connecting links and bushing	80	-0.030 -0.076	+0.337 +0.273	0.303 – 0.413		

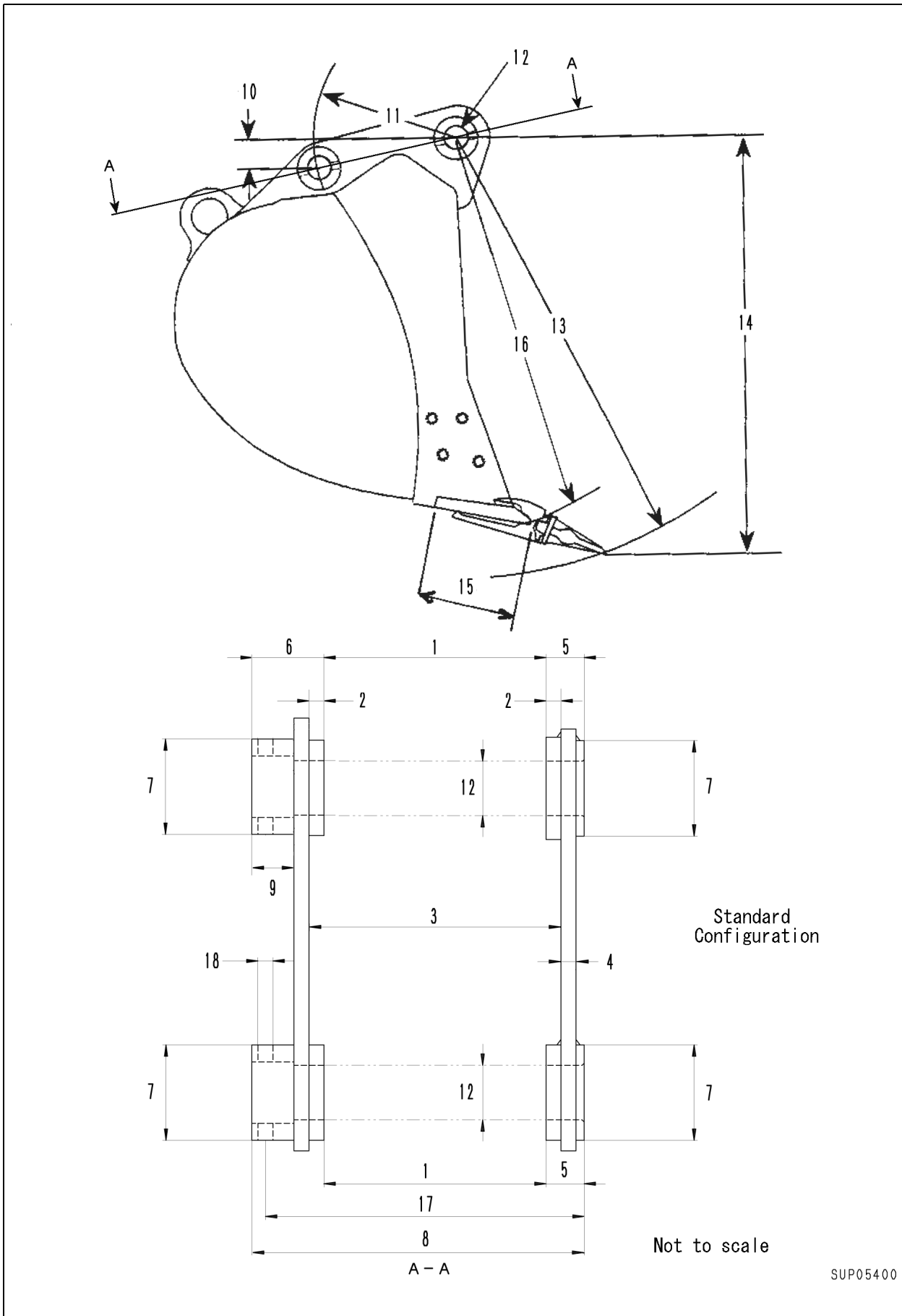
1. Dimension of arm



Unit: mm

No.	PC290LC-8, 290NLC-8	
	Standard size	Tolerance
1	φ80	+0.1 0
2	109.3	+1.5 0
3	305.5	0 -0.5
4	φ90	+0.054 0
5	431.8	±1
6	208.9	±0.5
7	918.0	±1
8	3,193	—
9	2,561.3	±1
10	465	±1
11	707	±0.2
12	600	±0.5
13	520	—
14	1,562	—
15	φ80	+0.1 0
16	325	±0.5
17	φ80	+0.1 0
18	Arm itself	0 -0.5
	When press fitting bushing	—
19	Min.	—
	Max.	—

2. Dimension of bucket



Unit: mm

No.	PC290LC-8, 290NLC-8	
	Standard size	Tolerance
1	326.5	±1
2	10	—
3	346.5	±1
4	35	—
5	59	—
6	105	—
7	φ140	—
8	490.5	±1
9	60	—
10	251	—
11	520	—
12	φ80	+0.1 0
13	1562	—
14	1321	—
15	270	—
16	1400	—
17	470	—
18	φ23.5	—

PC290LC, 290NLC-8 Hydraulic excavator

Form No. UEN00011-00

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# HYDRAULIC EXCAVATOR

## PC290LC-8 PC290NLC-8

Machine model	Serial number
PC290LC-8	K50001 and up
PC290NLC-8	K50001 and up

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## 10 Structure, function and maintenance standard

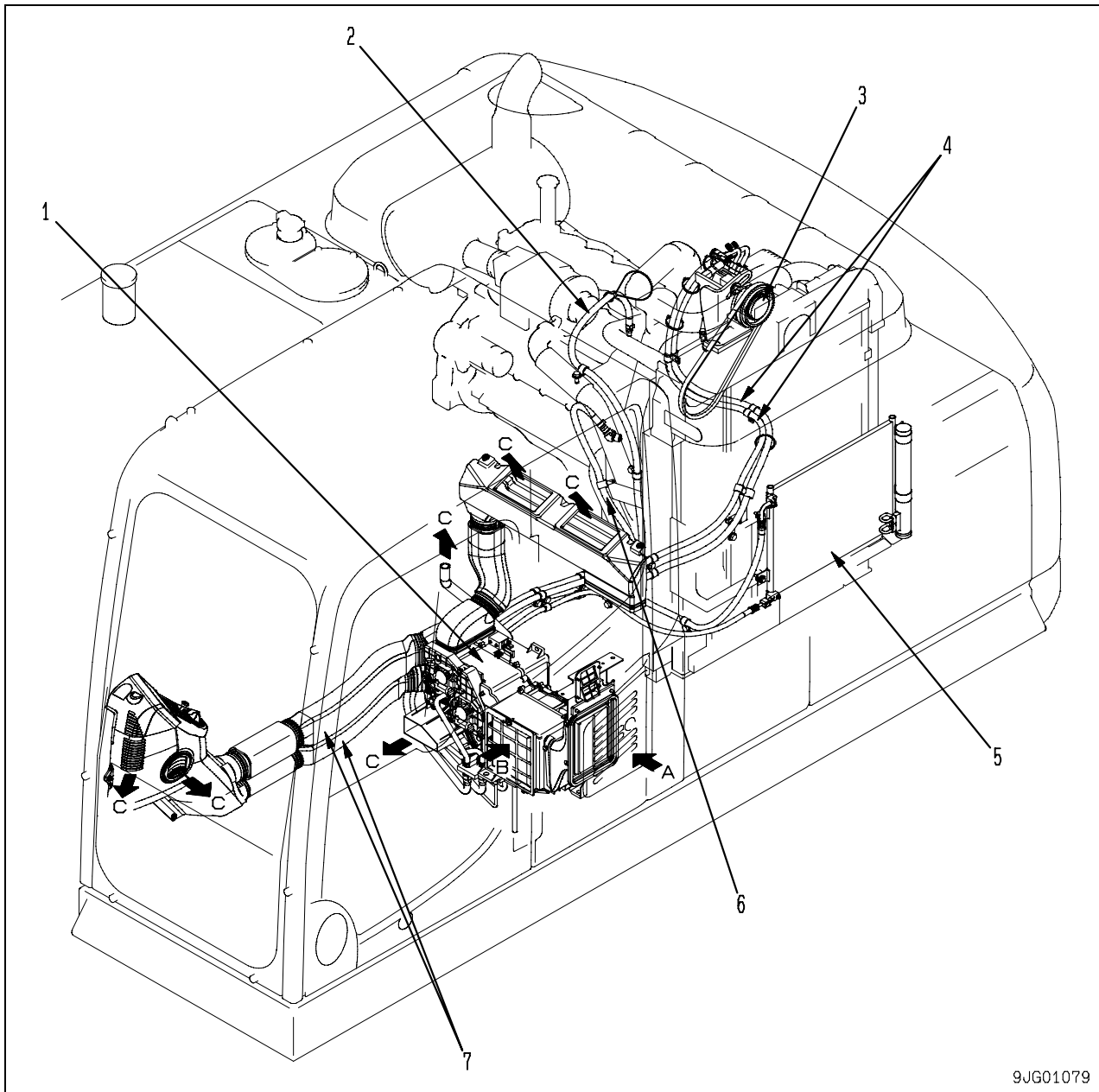
### Cab and its attachments

---

Cab and its attachments .....	2
Air conditioner piping.....	2

## Cab and its attachments

### Air conditioner piping



- 1. Air conditioner unit
- 2. Hot water pickup piping
- 3. Air conditioner compressor
- 4. Refrigerant piping
- 5. Condenser
- 6. Hot water return piping
- 7. Duct

- A: Fresh air
- B: Recirculated air
- C: Hot air/cold air



PC290LC, 290NLC-8 Hydraulic excavator

Form No. UEN00012-00

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# HYDRAULIC EXCAVATOR

## PC290LC-8 PC290NLC-8

### Machine model      Serial number

PC290LC-8	K50001 and up
PC290NLC-8	K50001 and up

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## 10 Structure, function and maintenance standard

### Electrical system

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Electrical system .....	3
Engine control .....	3
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# Electrical system

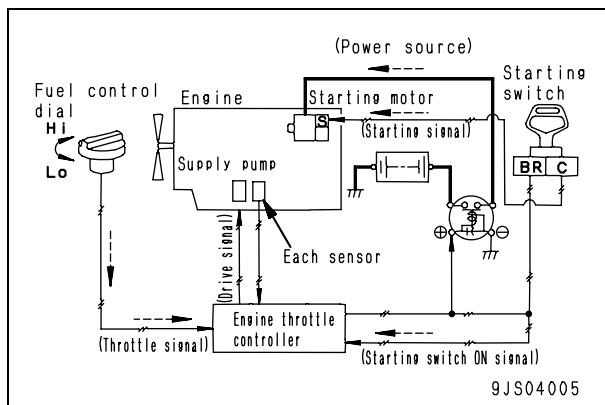
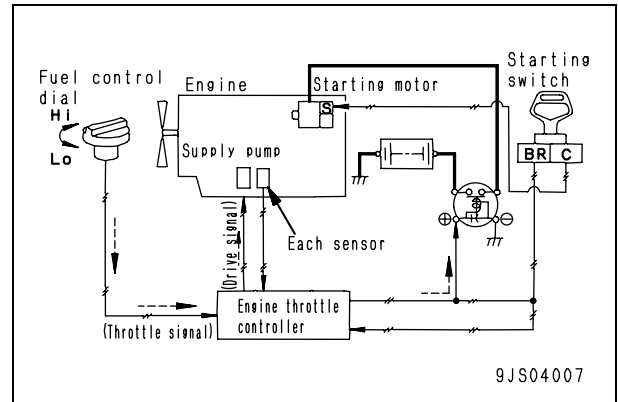
## Engine control

### Operation of system

#### Starting engine

- When the starting switch is turned to the "START" position, the starting signal flows to the starting motor. Then, the starting motor turns to start the engine.

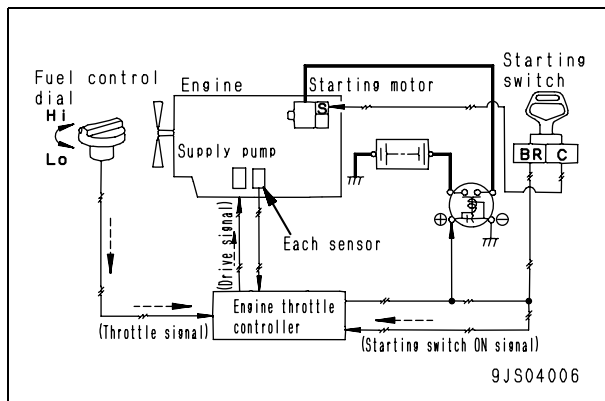
When it happens, the engine controller checks the signal voltage from the fuel control dial and sets the engine speed to the speed set by the fuel control dial.



#### Engine speed control

- The fuel control dial sends a signal voltage corresponding to the rotation angle to the engine controller.

The engine controller sends a driving signal to the supply pump depending on the signal voltage to control the fuel injection pump, and eventually controls the engine speed.

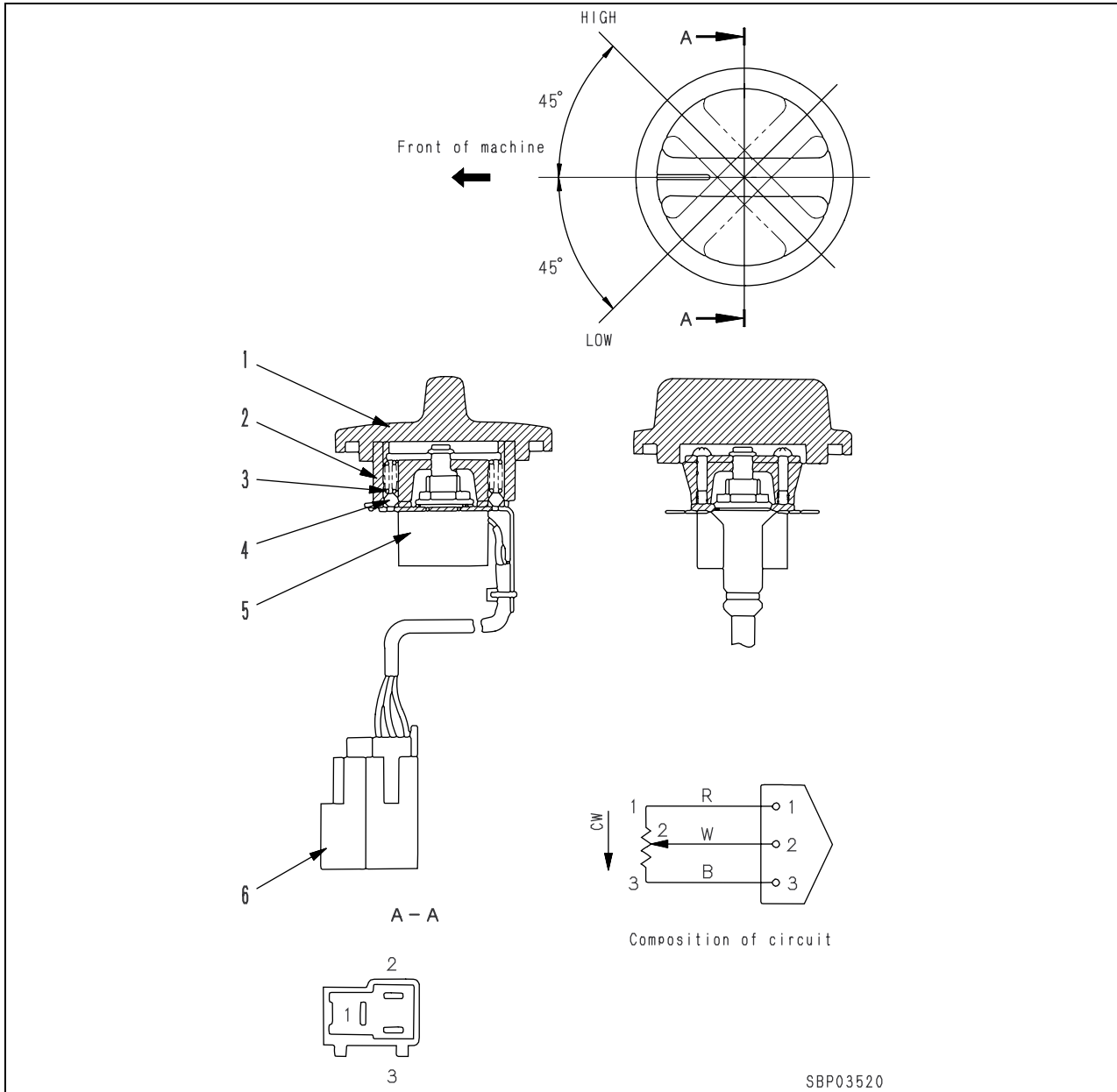


#### Stopping engine

- When detecting that the starting switch is set to the "STOP" position, the engine controller cuts the signal of the supply pump drive solenoid to stop the engine.

Component

Fuel control dial



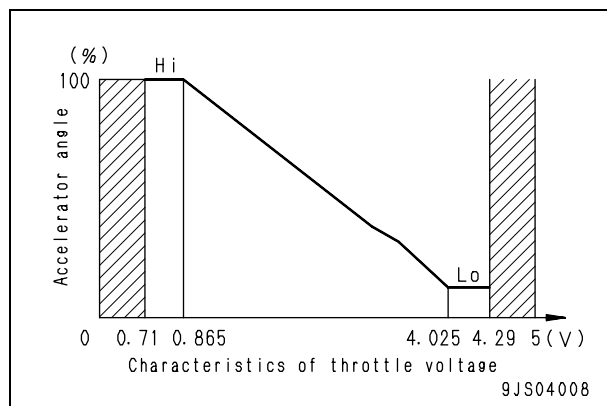
- 1. Knob
- 2. Dial
- 3. Spring

- 4. Ball
- 5. Potentiometer
- 6. Connector

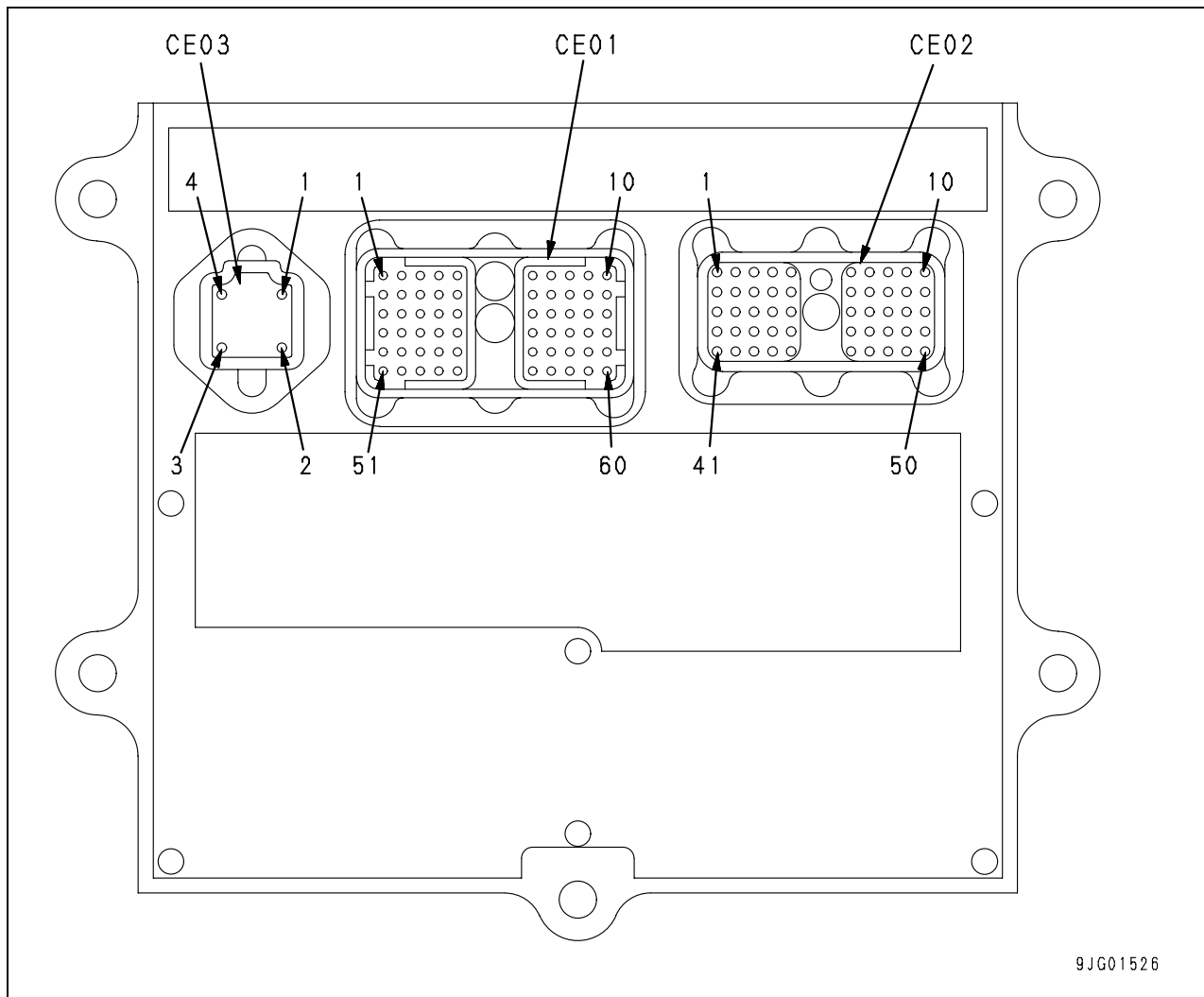


**Function**

- The fuel control dial is installed under the machine monitor.
- Turning knob (1) rotates the shaft of potentiometer (5).
- The rotation of the shaft changes the resistance of the variable resistor in potentiometer (5), sending any throttle signal to the engine controller.
- The hatched area in the right graph is the abnormality detection area. When the throttle voltage is within this area, the engine is running at low idle.



Engine controller



9JG01526

- Meanings of signal classes in the terminal table shown below are as follows.  
 A: Power Supply  
 B: Input  
 C: Ground/Shield/Return  
 D: Output  
 E: Communication

**CN-CE01**

Pin No.	Signal name	Input/output
1	NC(*)	-
2	Electric power supply for IMA	D
3	Atmosphere sensor	B
4	NC(*)	-
5	NC(*)	-
6	CAN(-)	E
7	NC(*)	-
8	CAN(+)	E
9	NC(*)	-
10	NC(*)	-

\*: Never connect to NC or malfunctions or failures will occur.

**CN-CE01**

Pin No.	Signal name	Input/output
11	NC(*)	-
12	NC(*)	-
13	NC(*)	B
14	WATER-IN-FUEL sensor	B
15	Coolant temperature sensor	B
16	5V electric power supply for sensor	A
17	Oil pressure switch	B
18	NC(*)	-
19	NC(*)	-
20	NC(*)	-
21	NC(*)	-
22	NC(*)	D
23	Boost temperature sensor	B
24	NC(*)	-
25	Common rail pressure sensor	B
26	Buckup sensor	B
27	NE sensor (+)	B

\*: Never connect to NC or malfunctions or failures will occur.

**CN-CE01**

Pin No.	Signal name	Input/output
28	NC(*)	–
29	NC(*)	–
30	NC(*)	–
31	NC(*)	D
32	IMA return	C
33	GND	A
34	NC(*)	–
35	NC(*)	A
36	NC(*)	–
37	5V electric power supply for sensor	A
38	NC(*)	C
39	NC(*)	–
40	NC(*)	–
41	NC(*)	–
42	NC(*)	C
43	NC(*)	–
44	Boost pressure sensor	B
45	Injector #1 (+)	D
46	Injector #5 (+)	D
47	Buckup sensor (–)	C
48	Ne sensor (–)	C
49	NC(*)	–
50	NC(*)	–
51	Injector #2 (–)	C
52	Injector #3 (–)	C
53	Injector #1 (–)	C
54	Injector #2 (+)	D
55	Injector #3 (+)	D
56	Injector #4 (+)	D
57	Injector #6 (+)	D
58	Injector #4 (–)	C
59	Injector #6 (–)	C
60	Injector #5 (–)	C

\*: Never connect to NC or malfunctions or failures will occur.

**CN-CE02**

Pin No.	Signal name	Input/output
1	NC(*)	B
2	NC(*)	B
3	NC(*)	B
4	NC(*)	B
5	NC(*)	B
6	NC(*)	B
7	NC(*)	B
8	NC(*)	B
9	Fuel control dial (+)	B
10	NC(*)	B
11	NC(*)	B
12	NC(*)	B

\*: Never connect to NC or malfunctions or failures will occur.

**CN-CE02**

Pin No.	Signal name	Input/output
13	NC(*)	B
14	NC(*)	B
15	NC(*)	B
16	NC(*)	B
17	NC(*)	B
18	NC(*)	B
19	NC(*)	B
20	NC(*)	E
21	NC(*)	A
22	Fuel control dial (+5V)	A
23	Fuel control dial (–)	C
24	NC(*)	B
25	NC(*)	B
26	NC(*)	B
27	NC(*)	B
28	NC(*)	B
29	NC(*)	C
30	NC(*)	B
31	NC(*)	B
32	NC(*)	C
33	GND	C
34	NC(*)	C
35	NC(*)	B
36	NC(*)	B
37	NC(*)	C
38	NC(*)	D
39	Key switch (ACC)	A
40	Electrical intake air heater relay drive	D
41	NC(*)	D
42	Electrical intake air heater relay return	C
43	NC(*)	D
44	NC(*)	D
45	NC(*)	–
46	CAN(+)	E
47	CAN(–)	E
48	NC(*)	D
49	PWM OUTPUT	D
50	NC(*)	D

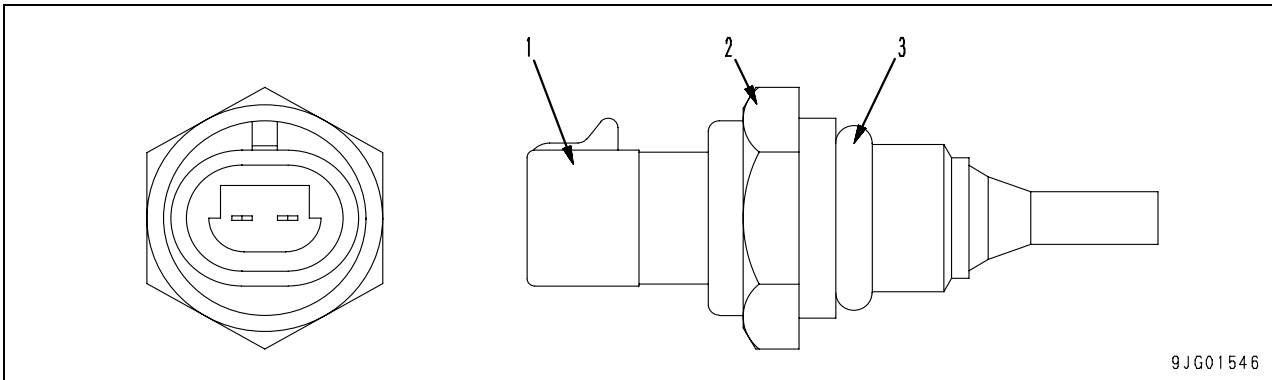
\*: Never connect to NC or malfunctions or failures will occur.

**CN-CE03**

Pin No.	Signal name	Input/output
1	GND	C
2	NC(*)	C
3	Electric power supply (+24V constantly)	A
4	NC(*)	A

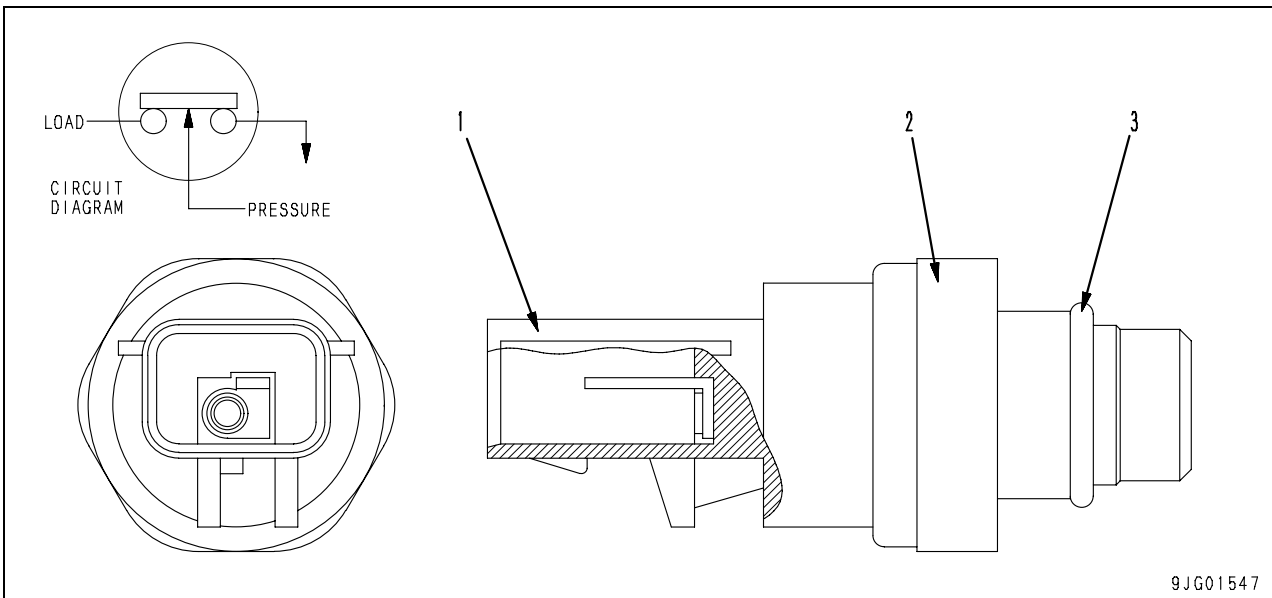
\*: Never connect to NC or malfunctions or failures will occur.

**Coolant temperature sensor**



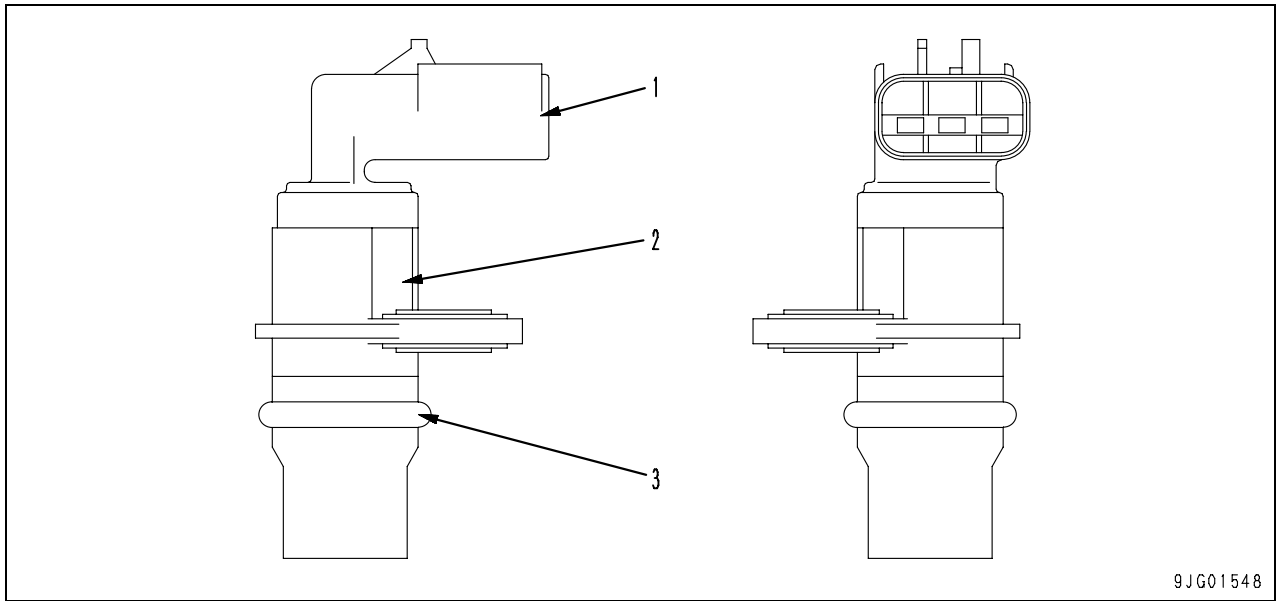
- 1. Connector
- 2. Sensor
- 3. O-ring

**Oil pressure switch**



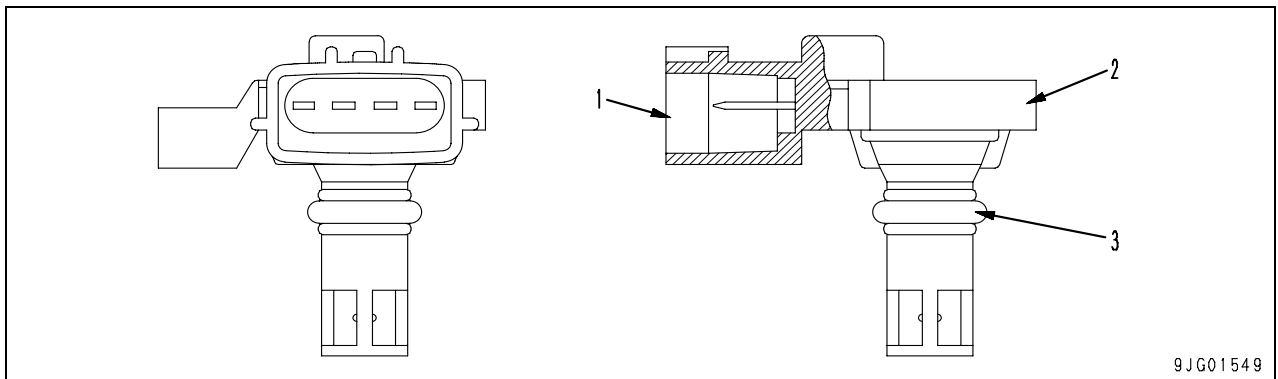
- 1. Connector
- 2. Sensor
- 3. O-ring

**Rotation sensor**



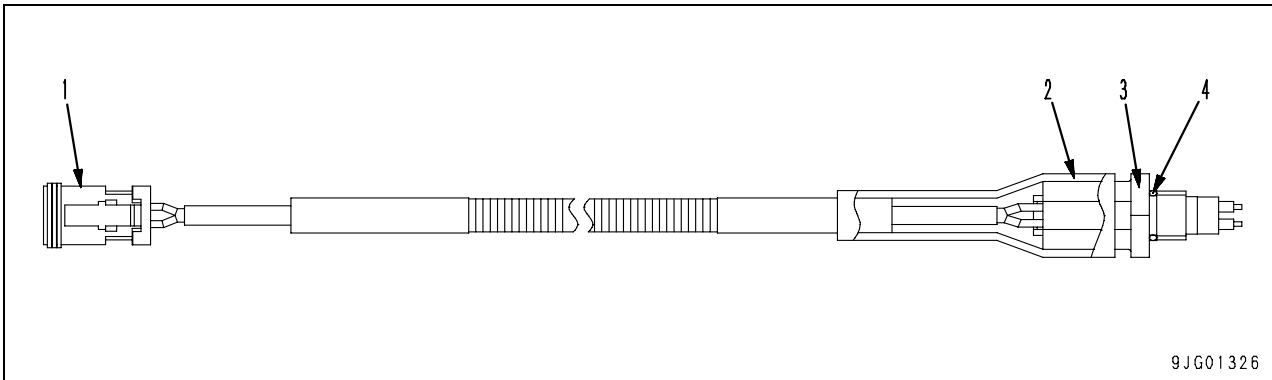
- 1. Connector
- 2. Sensor
- 3. O-ring

**Boost pressure and temperature sensor**



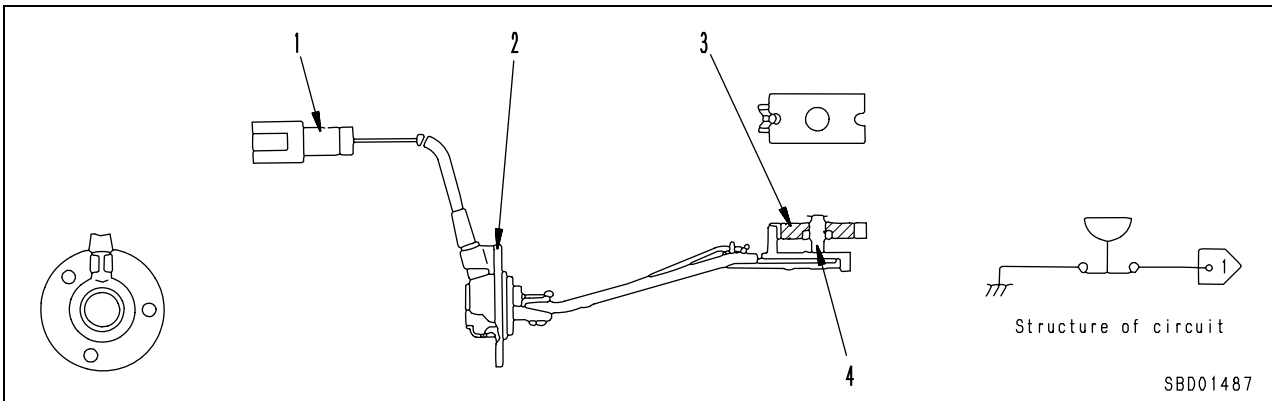
- 1. Connector
- 2. Sensor
- 3. O-ring

**WIF (water-in-fuel detection) sensor**



- 1. Connector
- 2. Tube
- 3. Sensor
- 4. O-ring

**Engine oil level sensor**

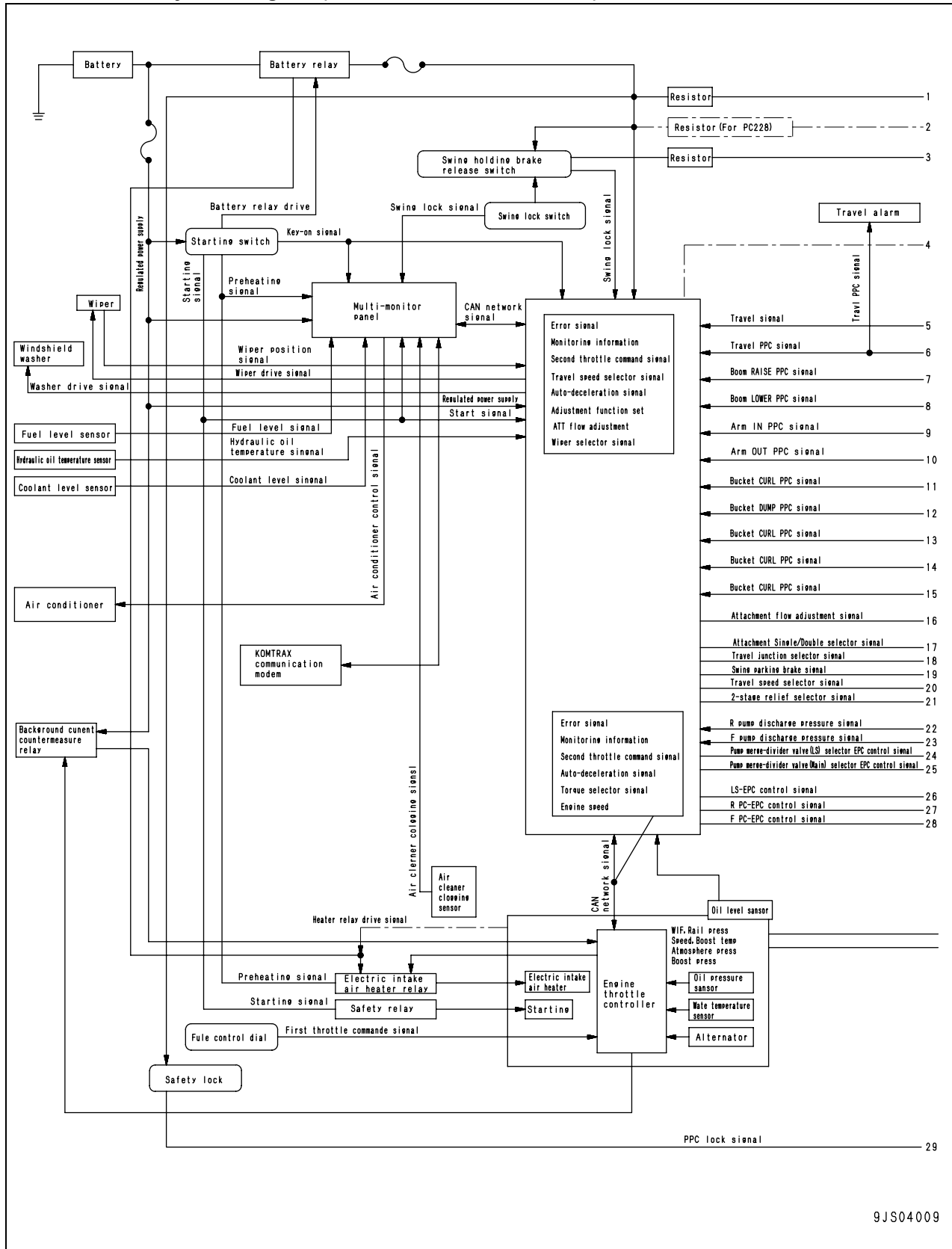


- 1. Connector
- 2. Bracket
- 3. Float
- 4. Switch



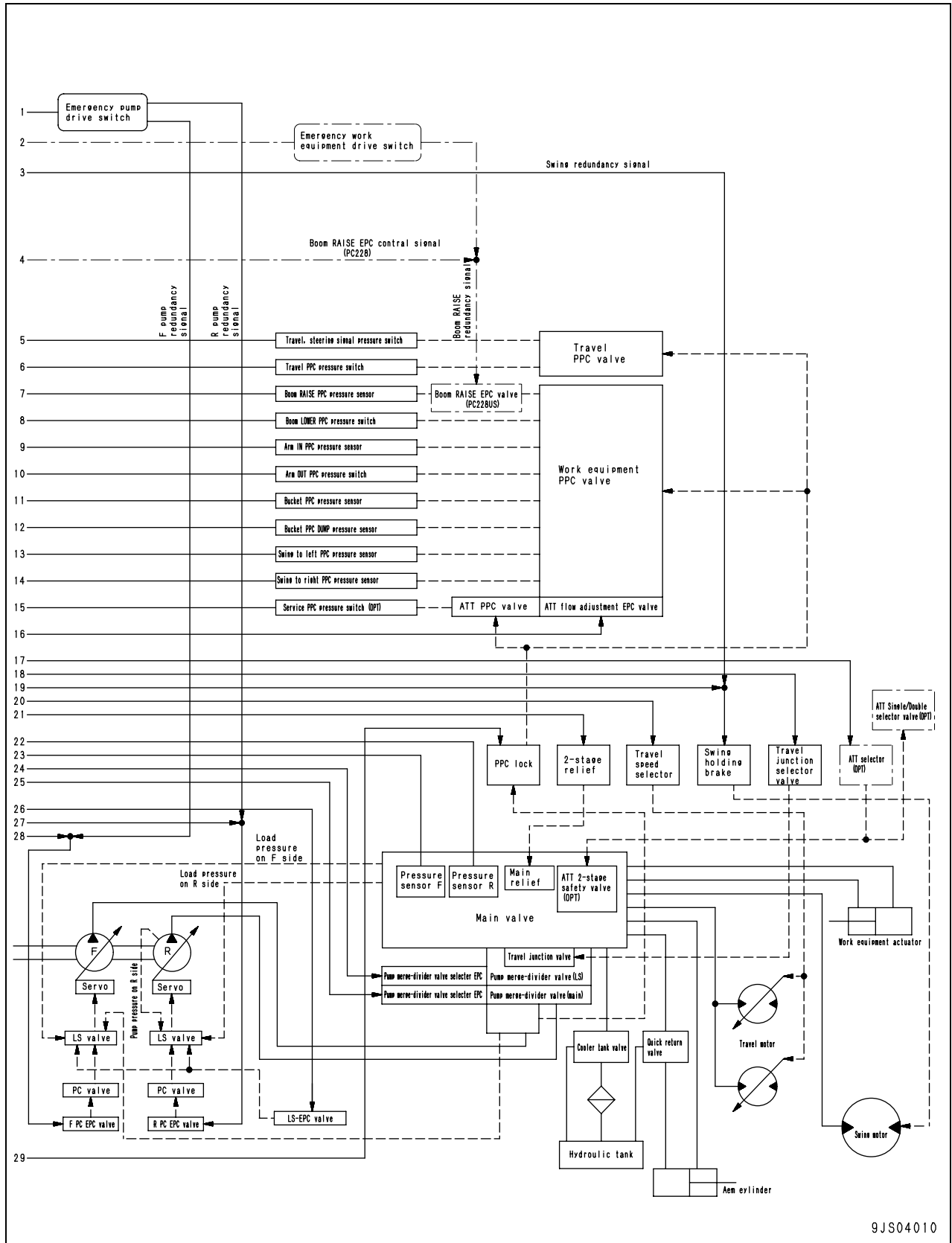
# Electrical control system

## Machine control system diagram (FOR PC290 K50001~K50104)



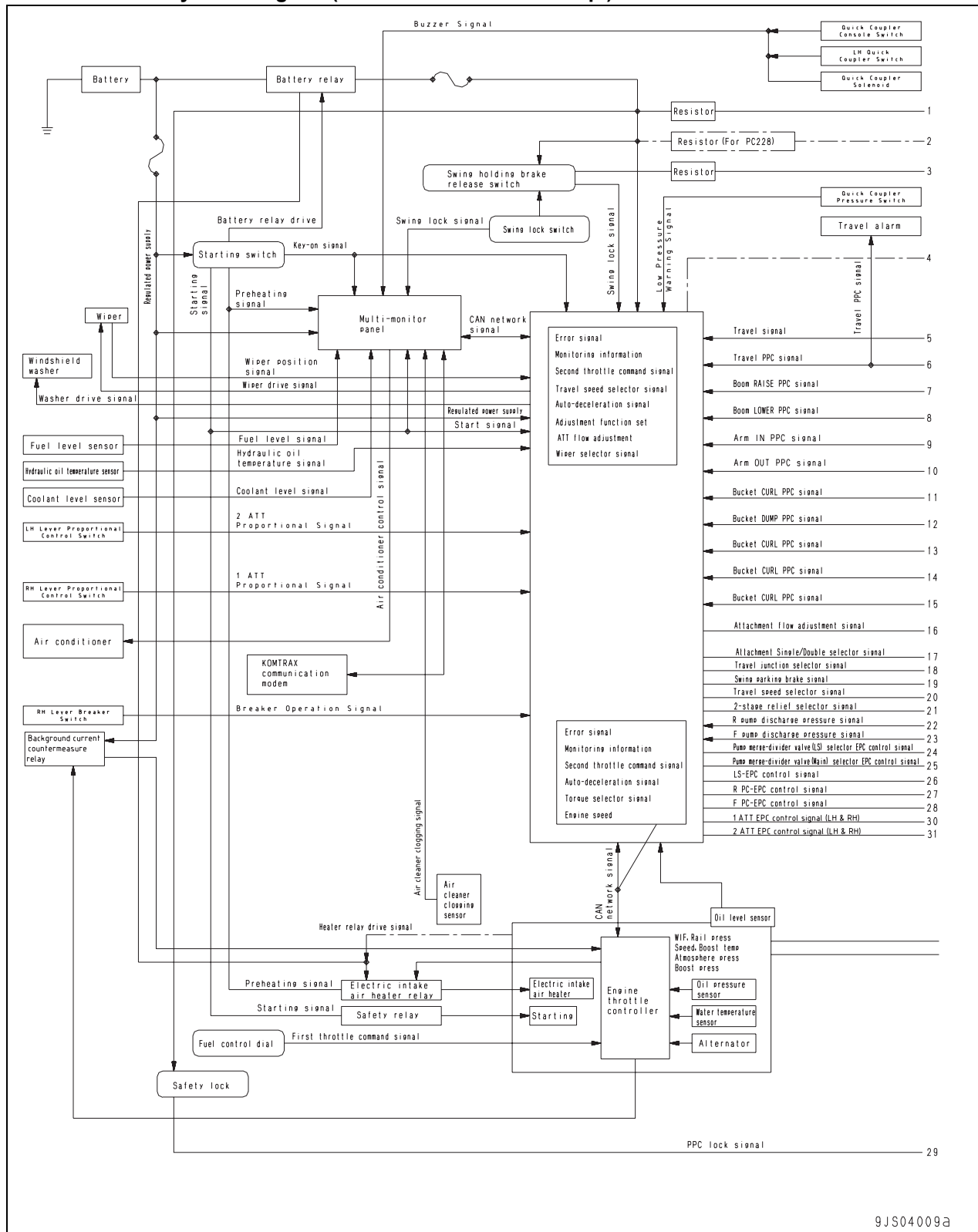
9JS04009

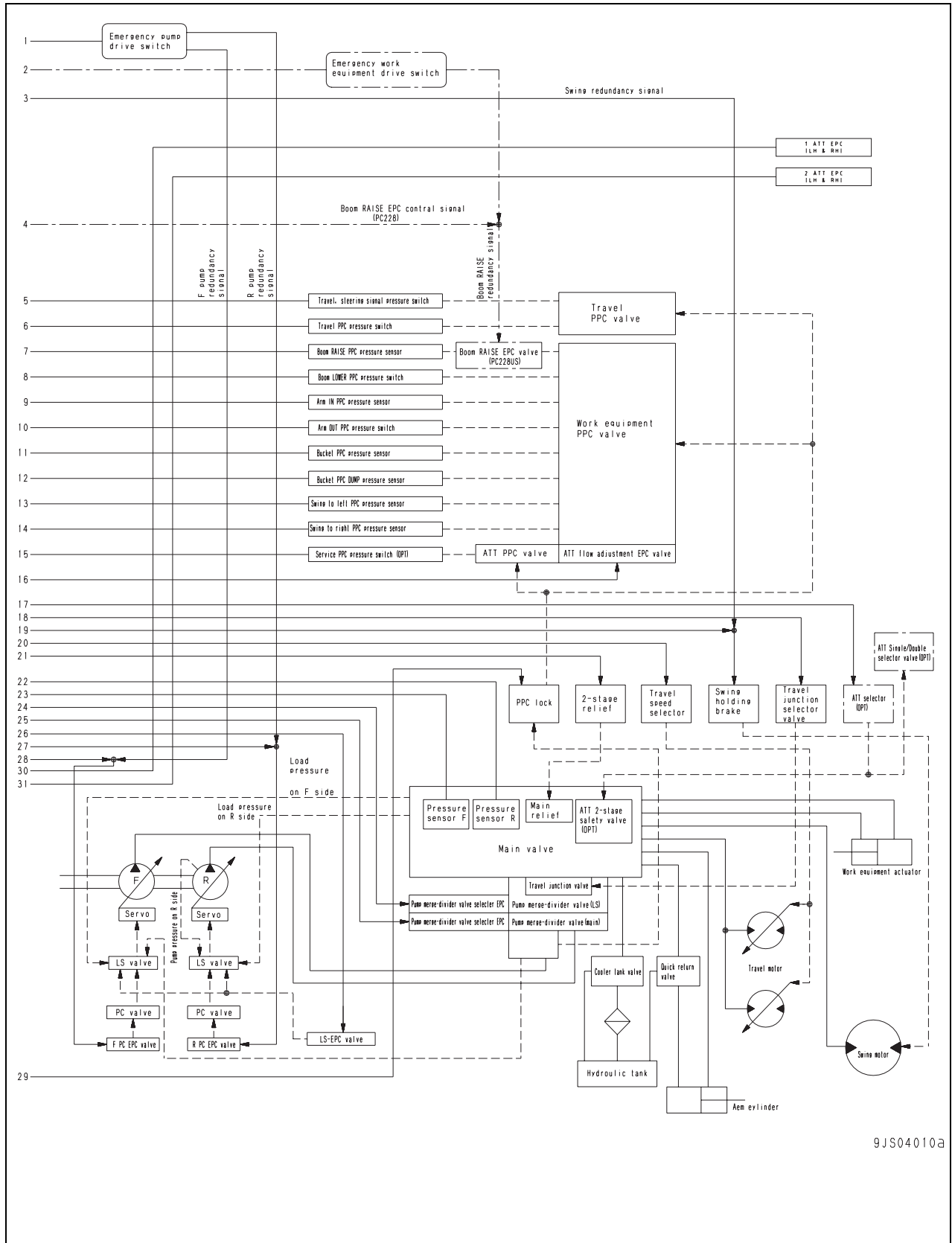




9JS04010

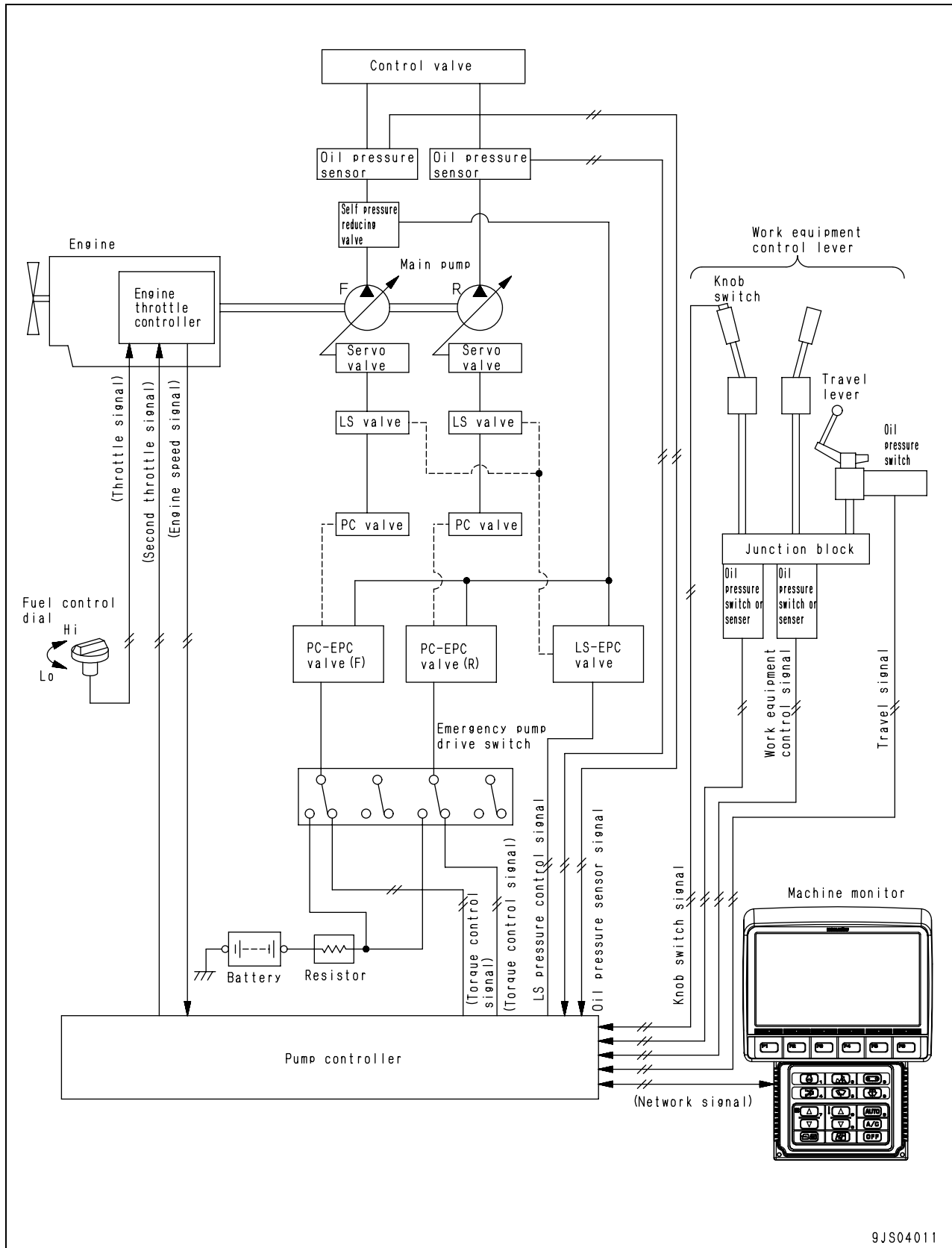
Machine control system diagram (FOR PC290 K50105 and up.)





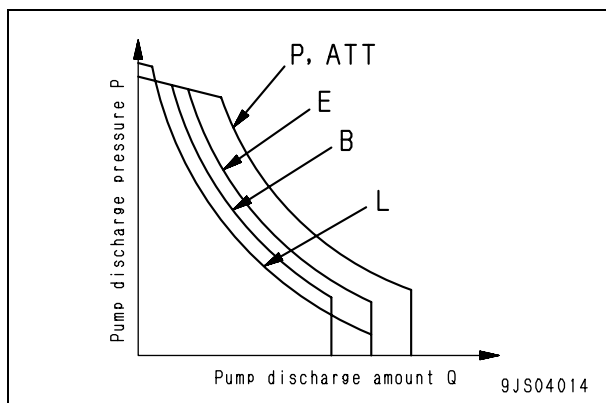
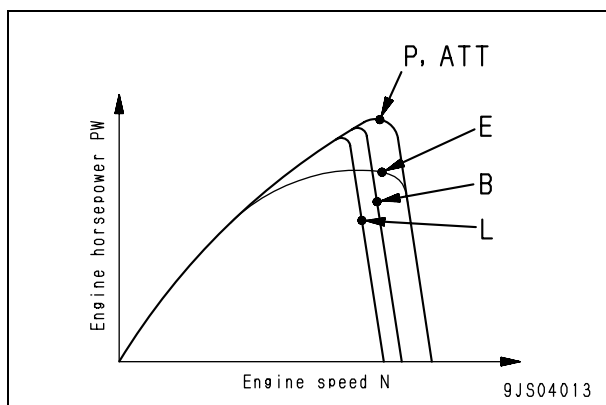
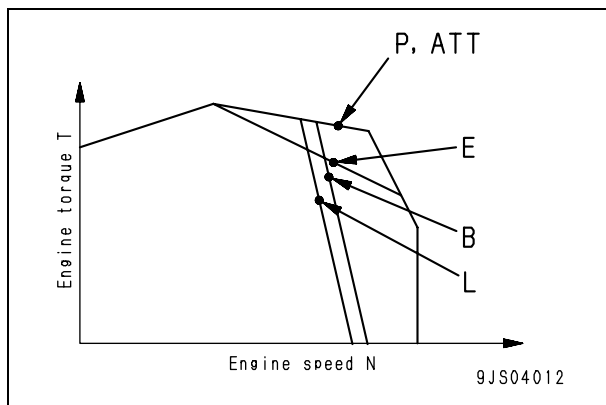
9JS04010a

1. Engine and pump composite control function



**Function**

- This function allows the operator to select engine torque (T) and pump absorption torque depending on the work contents of the machine.  
Five modes of P, E, L, ATT, and B (three modes of P, E, and L for machines with “No ATT” specified) are specified as working modes.  
To select a working mode, use the working mode selector switch of the machine monitor.
- The pump controller controls the pump so that it can absorb all the torque at the output points of the engine depending on the pump absorption torque specified for each mode, rotation set by the fuel control dial, and actual engine speed.

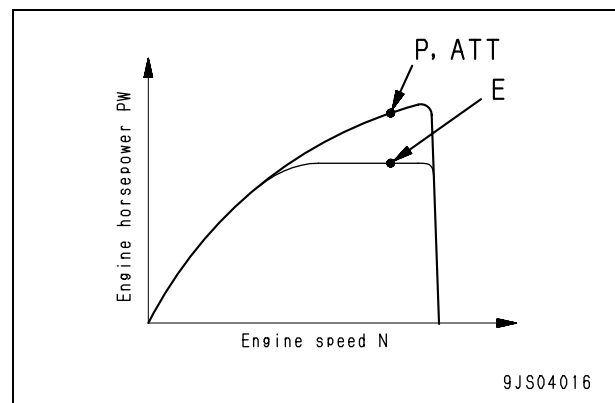
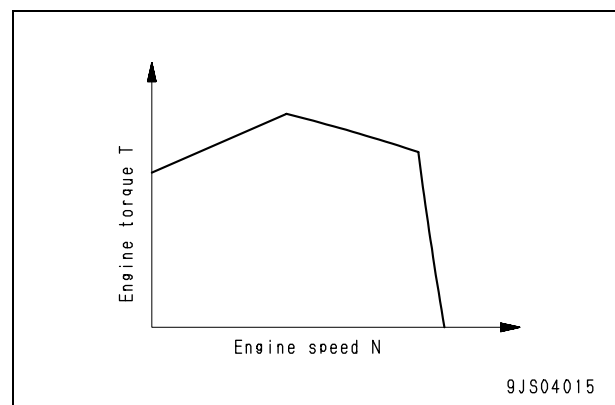


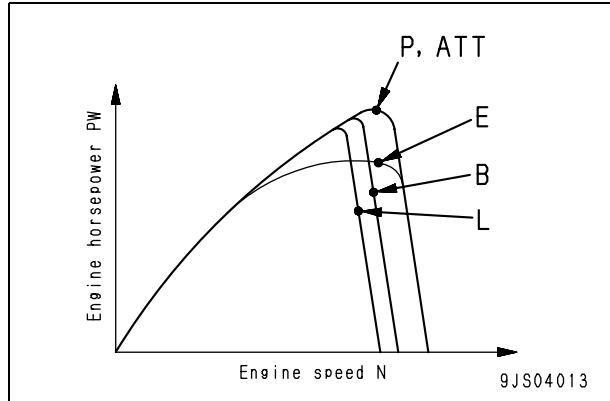
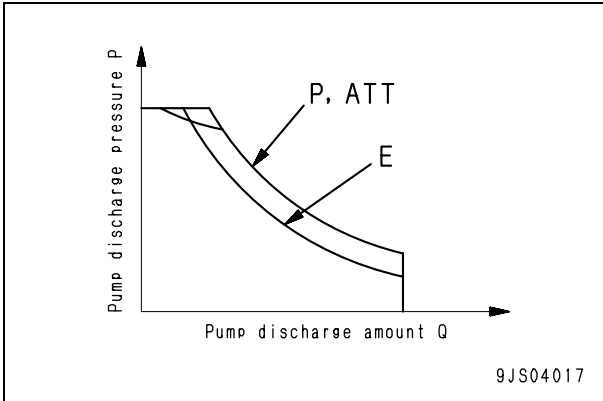
1) Control method in each mode  
**P mode, E mode, and ATT mode**

- Matching point:

Mode	Models	PC290-8
P and ATT (Work)		107.0 kW/1,800 rpm {143 HP/1,800 rpm}
E		91.9 kW/1,800 rpm {123 HP/1,800 rpm}

- In P, E, or ATT mode, engine speed is always controlled so that it is kept around the matching point specified for each mode.
- If the pump load increases and the pressure rises, engine speed (N) lowers. If it happens, the engine speed is increased to around the matching point, allowing the pump controller to decrease pump delivery (Q). On the contrary, the pump load decreases and the pressure lowers, the pump controller continues to increase pump delivery until the engine speed reaches around the matching point.

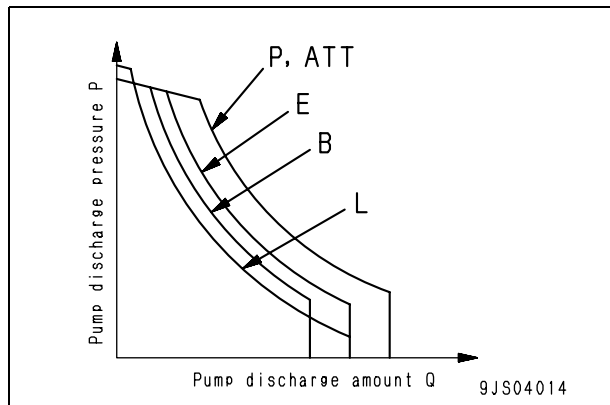




**B mode and L mode**

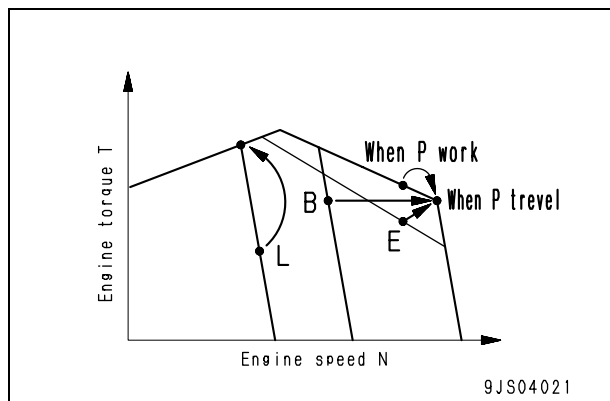
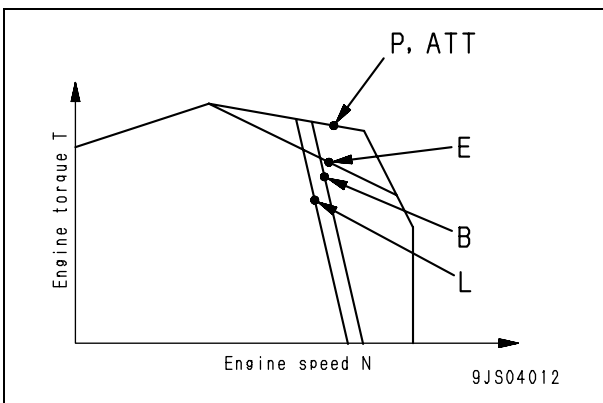
Mode	B	L
Partial output point	75%	70%

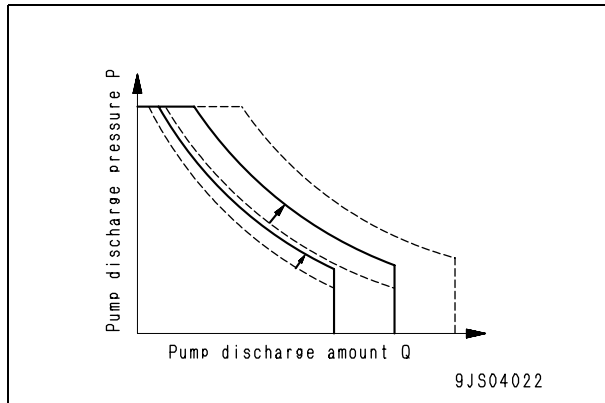
Mode	Models	PC290-8
B		80.9 kW/1,780 rpm {108 HP/1,780 rpm}
L		73.6 kW/1,800 rpm {99 HP/1,800 rpm}



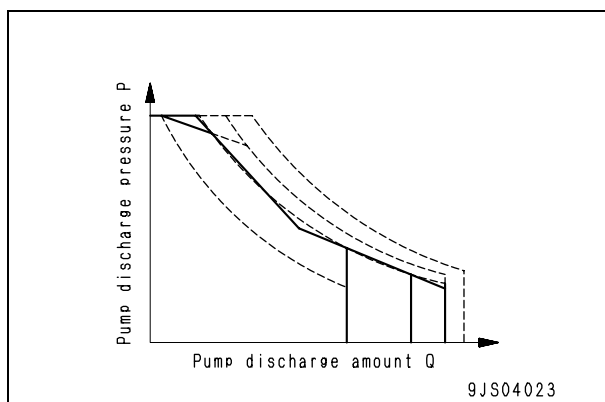
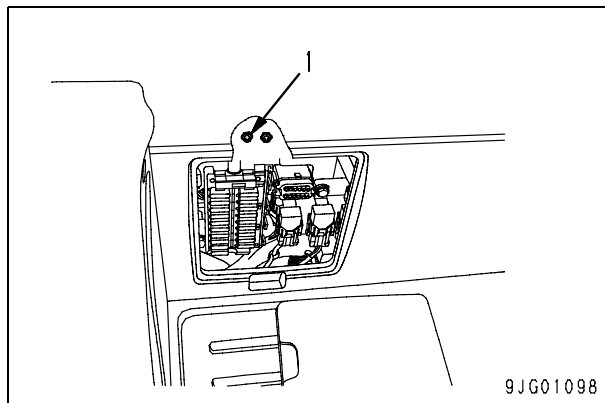
- In B or L mode, engine output is controlled to a constant level.
- The controller controls the pump absorption torque to decrease the engine speed while keeping the engine torque at a constant level along the equal engine horsepower curve.
- The controller controls pump delivery (Q) so that the engine torque can be kept at a constant level along the equal engine horsepower curve.

- 2) Function to control pump during travel
- Traveling the machine in P or ATT mode increases engine speed (N).
  - Traveling the machine in E or B mode leaves the working mode unchanged, but raises the pump absorption torque and engine speed (N) to values same as those in P mode.
  - If the machine travels in L mode, the working mode and engine speed (N) do not change, but the pump absorption torque is increased.

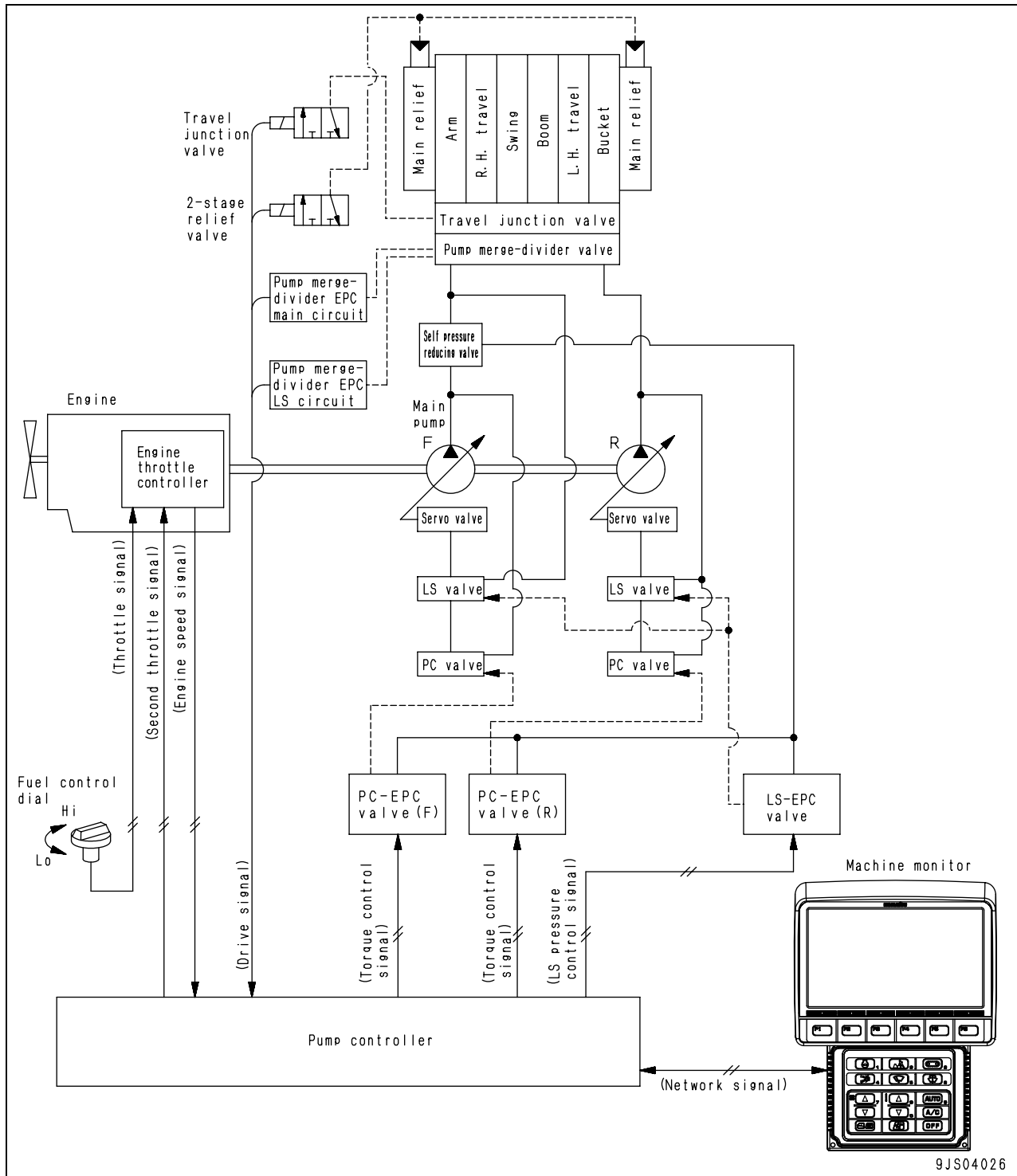




- 3) Function to control when emergency pump drive switch is turned on
- Even if any abnormality occurs in the controller or sensor, setting emergency pump drive switch (1) to the "ON" position activates the machine with an absorption torque approximately equivalent to that in E mode. In this case, a constant current flows from the battery to the EPC valve for PC and therefore, the oil pressure is sensed by only the EPC valve for PC.



2. Pump and valve control function

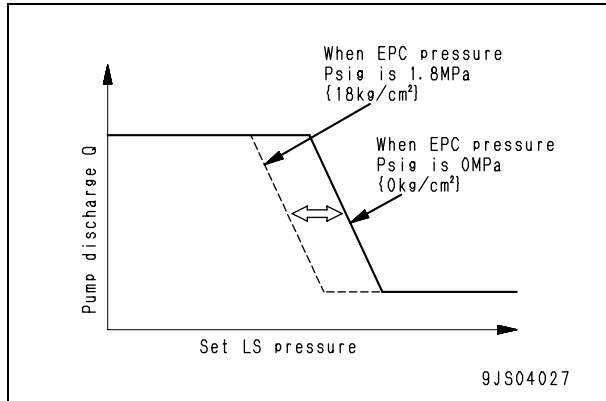


Function

- The machine is matched to various types of work properly with the 2-stage relief function to increase the digging force, etc.



- 1) LS control function
- Depending on the operation condition of the actuator, this function changes the pressure output from the LS-EPC valve to LS valve to change the change point (LS set differential pressure (DLS)) of the pump discharge in the LS valve.
  - By this operation, the start-up time of the pump discharge is optimized and the composite operation and fine control performance is improved.

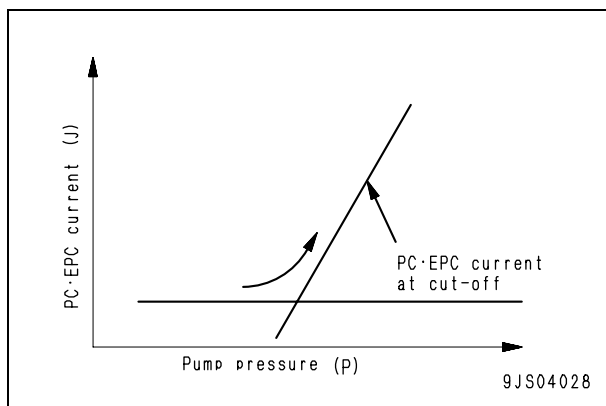


- 2) Cut-off function
- This function increases PC-EPC current (J) to reduce the flow rate in the relief state, improving fuel consumption.

Operating condition for turning on cut-off function

When the average value of the front and rear pressure sensors is above 27.9 MPa {285 kg/cm<sup>2</sup>} with the power maximizing function off.

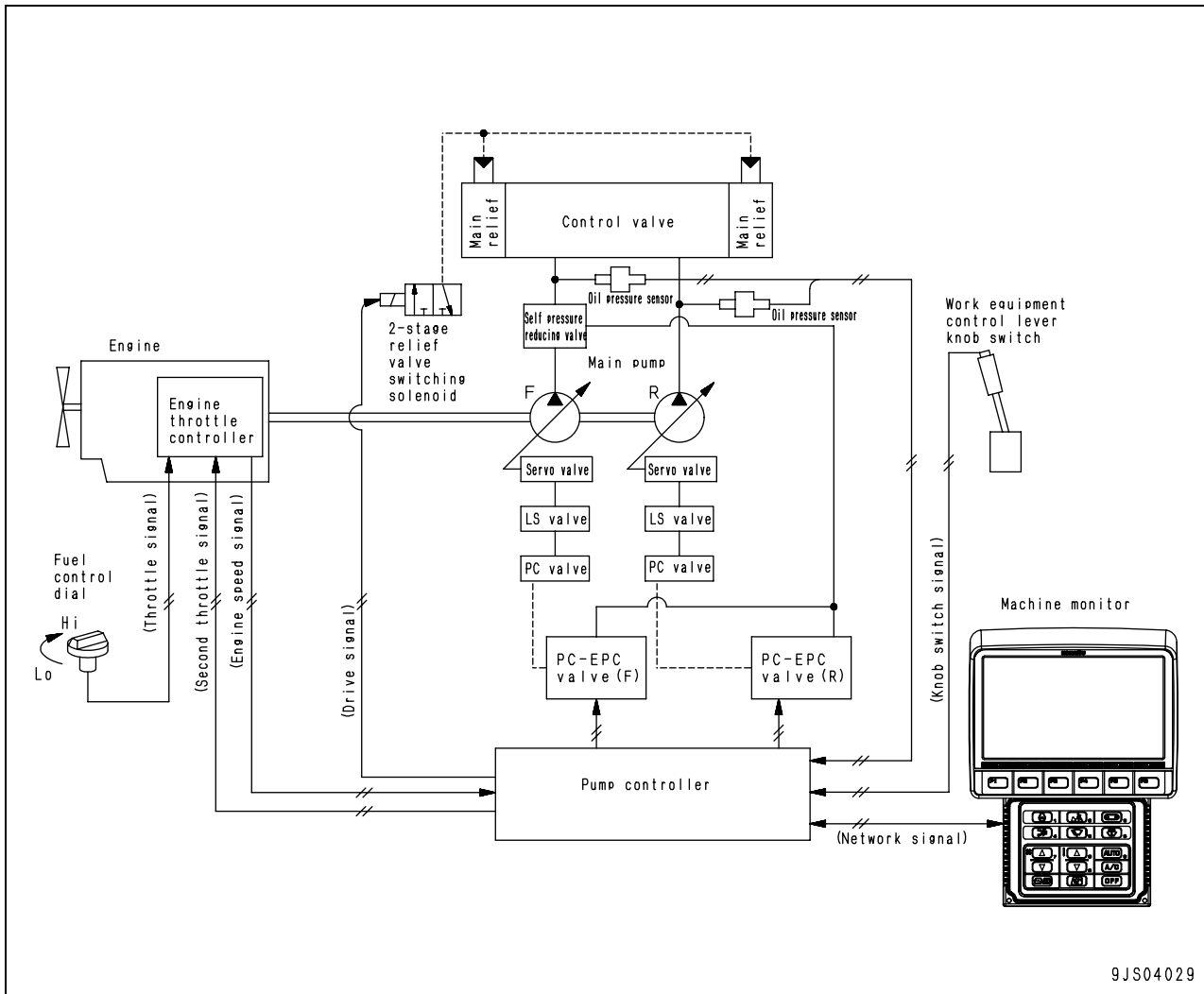
The cut-off function does not work, however, while the machine is travelling in A mode, swing lock switch is in the "ON" position.



- 3) 2-stage relief function
- The relief pressure in the normal work is 34.8 MPa {355 kg/cm<sup>2</sup>}. If the 2-stage relief function is turned on, however, the relief pressure rises to about 37.2 MPa {380 kg/cm<sup>2</sup>}. By this operation, the hydraulic force is increased further.

Operating condition for turning on 2-stage relief function	Relief pressure
<ul style="list-style-type: none"> <li>During travel</li> <li>When swing lock switch is turned to the ON position</li> <li>When boom is lowered</li> <li>When power maximizing function is turned on</li> <li>When L mode is operated</li> </ul>	<p>34.8 MPa {355 kg/cm<sup>2</sup>}</p> <p>↓</p> <p>37.2 MPa {380 kg/cm<sup>2</sup>}</p>

3. Power maximizing function



9JS04029

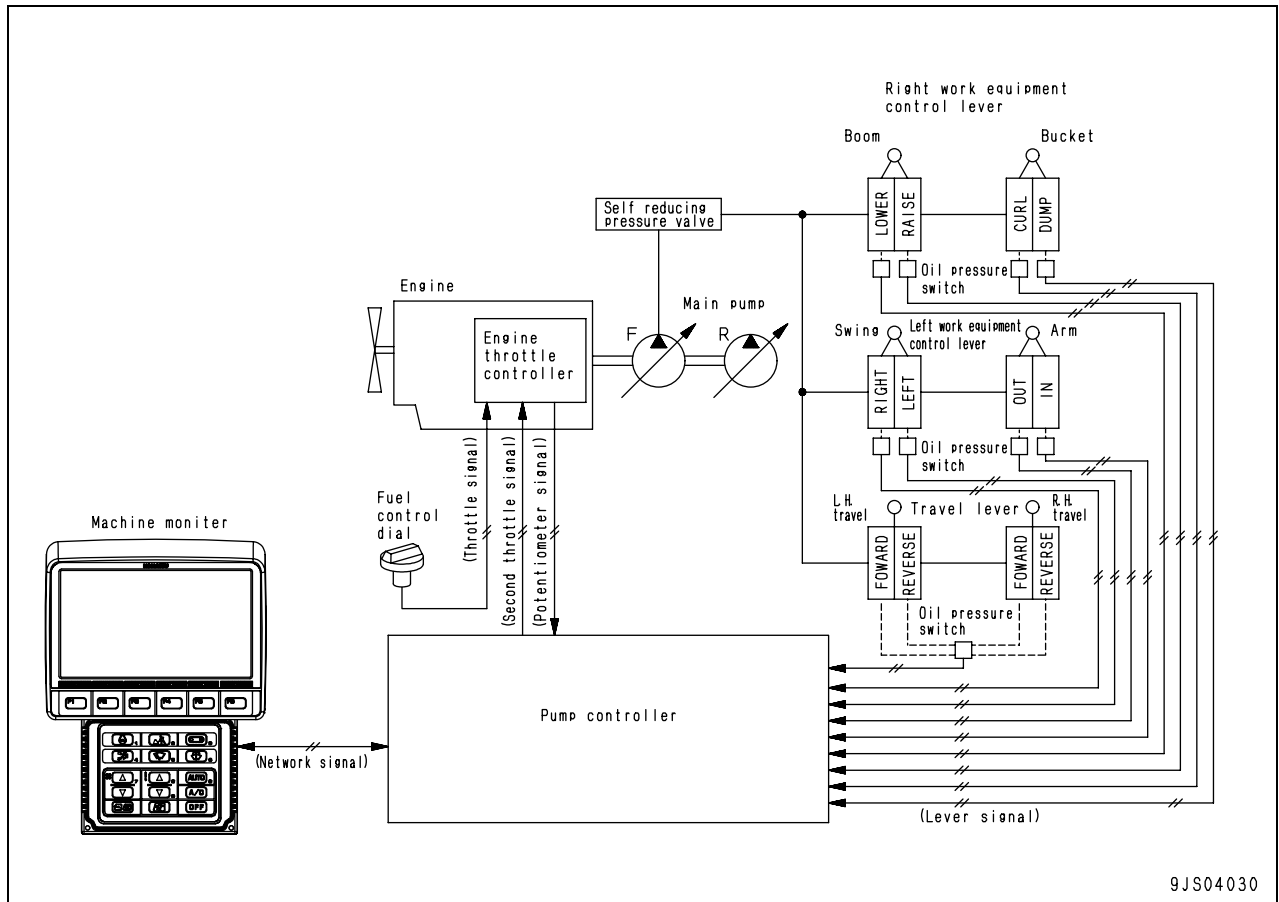
Function

- The power maximizing function allows the operator to increase power for a certain time by operating the left knob switch.
- This function is used to increase digging force for a certain period of time (e.g., when digging up a large rock).
- Pressing the L.H. knob switch in P, E, or ATT mode increases a hydraulic force by approximately 7% and horsepower by approximately 3%, increasing a digging force. At this time, each function is automatically set as shown below.

- These settings are automatically reset after 8.5 seconds when the switch is pressed.

Function	Setting
Engine and pump control	Matching at rated output point
2-stage relief function	34.8 MPa {355 kg/cm <sup>2</sup> } ↓ 37.2 MPa {380 kg/cm <sup>2</sup> }
Software cut-off function	Cancel

4. Auto-deceleration function



Function

- The auto-deceleration function automatically reduces the engine speed to its medium speed range when the all control levers are set in NEUTRAL while waiting for a dump truck or work to reduce the fuel consumption and noise.
- If any lever is operated, the engine speed instantly returns to the speed set with the fuel control dial.

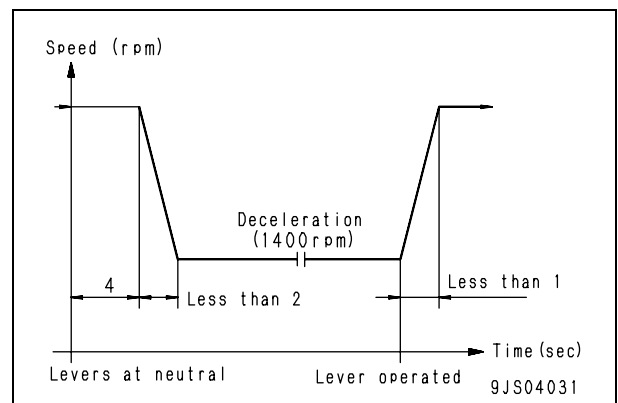
Operation

When control levers are set in neutral

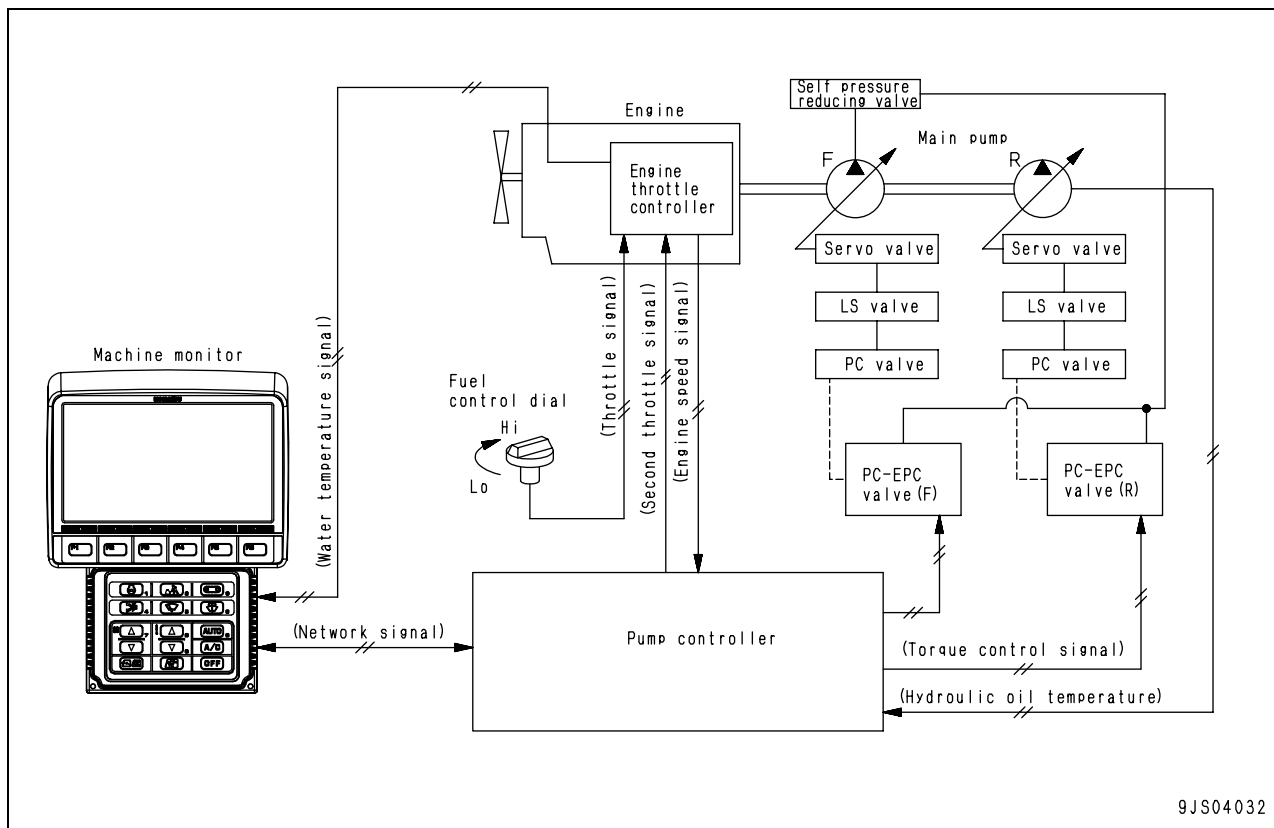
- If all the control levers are kept to NEUTRAL for 4 sec. during operation at a engine speed above a decelerator operation level (approximately 1,400 rpm), this function lowers the engine speed to the deceleration operation level (approximately 1,400 rpm) and keeps it until you operate any lever.

When any control lever is operated

- If you operate any control lever while the engine speed is kept at the deceleration operation level, the engine speed instantly rises to the level set with the fuel control dial.



## 5. Auto-warm-up and overheat prevention function

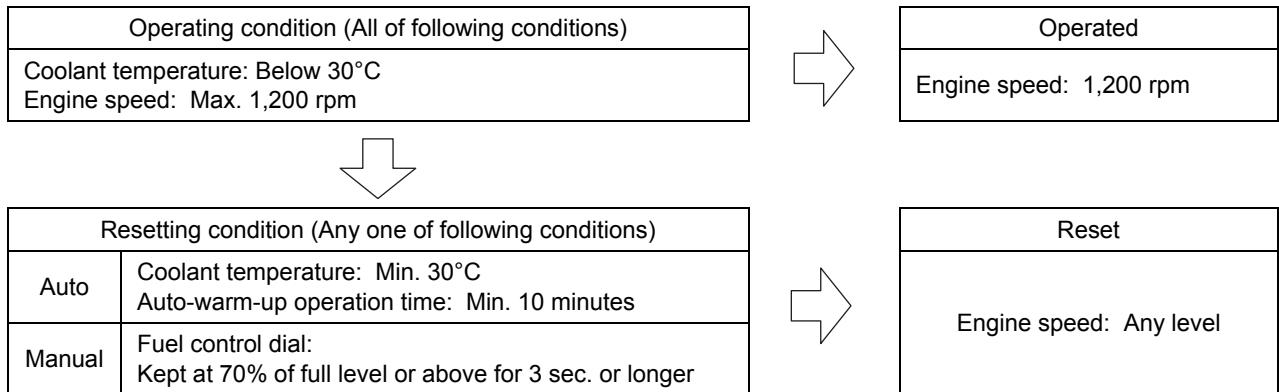
**Function**

- The engine automatic warm-up function increases the engine speed to warm up the engine if coolant temperature is too low after the engine starts.

The overheat prevention function reduces the pump load when coolant or hydraulic oil temperature is too high during operation to protect the engine from overheating.

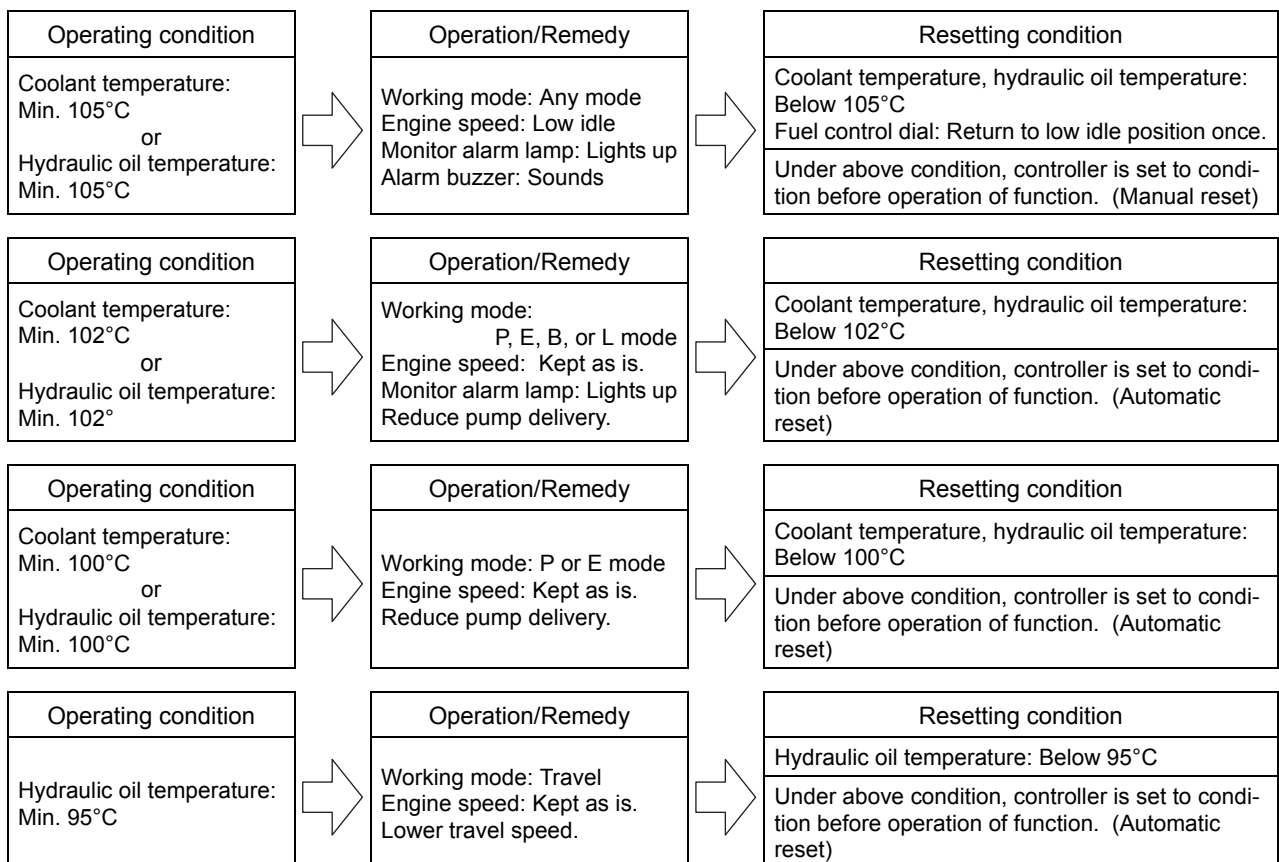
**1) Auto-warm-up function**

- After the engine is started, if the engine coolant temperature is low, the engine speed is raised automatically to warm up the engine.

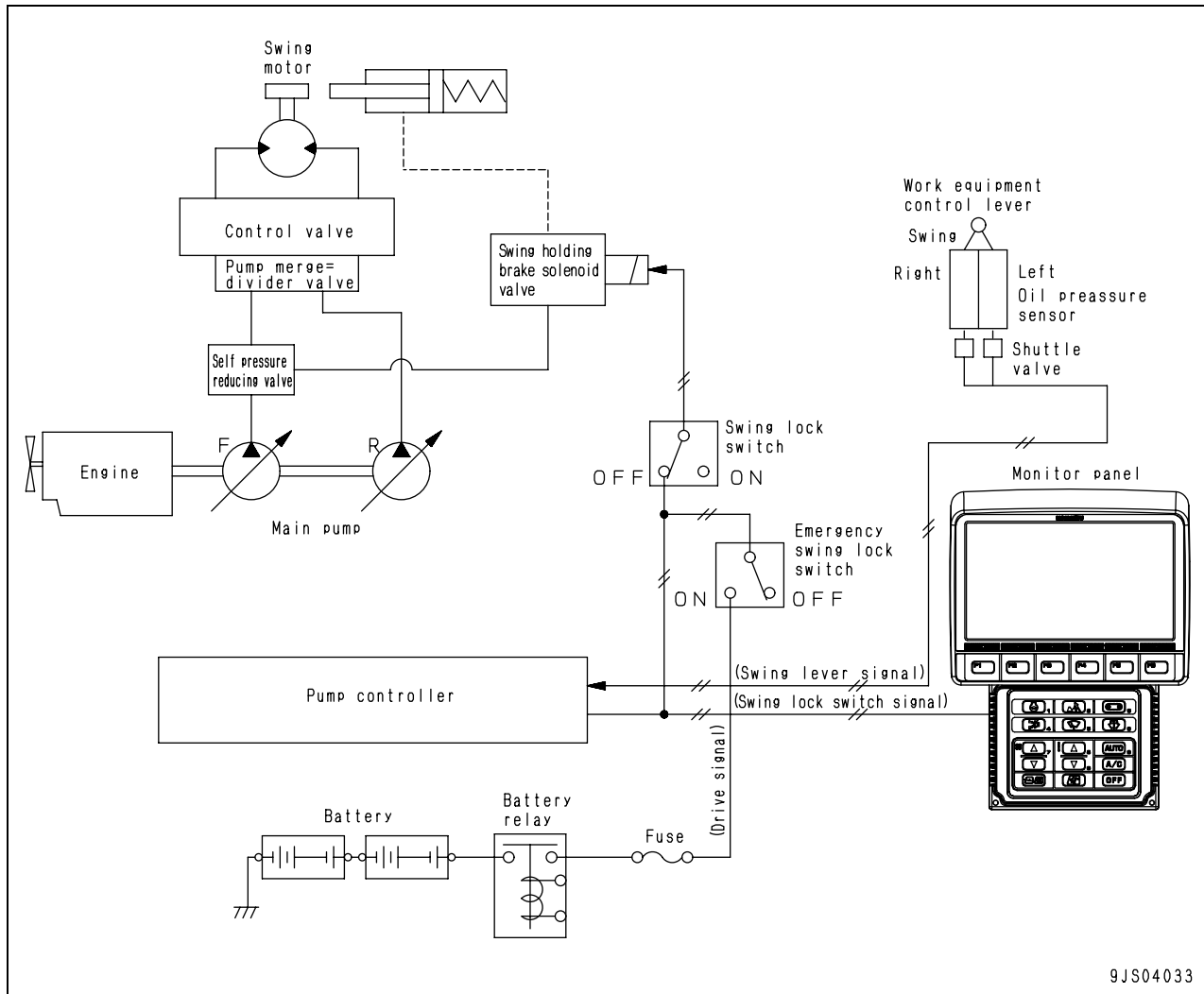


**2) Overheat prevention function**

- This function reduces the pump load and engine speed when coolant or hydraulic oil temperature is too high to protect the engine and hydraulic components from overheating.
- This function starts when coolant temperature reaches 100°C or hydraulic oil temperature reaches 95°C.



6. Swing control function



9JS04033

**Function**

The swing lock and swing holding brake function are provided as a swing control function.

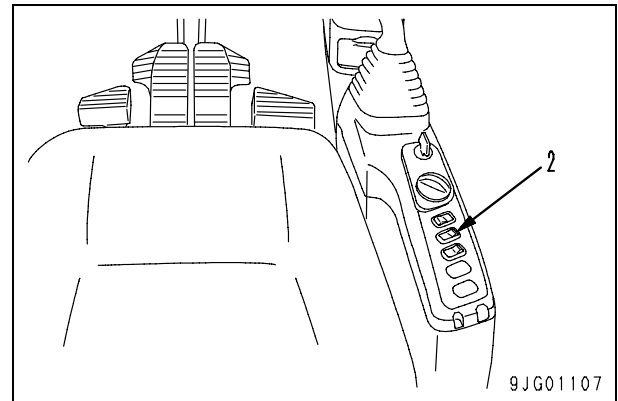
**1) Swing lock and swing holding brake function**

- The swing lock function (manual) is used to lock machine from swinging at any position. The swing holding brake function (automatic) is used to prevent hydraulic drift after the machine stops swinging.
- Operation of swing lock switch and swing lock/holding brake

Lock switch	Lock lamp	Function	Operation
OFF	OFF	Swing holding brake	If swing lever is set in neutral, swing brake operates in about 5 sec. If swing lever is operated, brake is released and machine can swing freely.
ON	ON	Swing lock	Swing lock operates and machine is locked from swinging. Even if swing lever is operated, swing lock is not reset and machine does not swing.

**2) Quick hydraulic oil warm-up function when swing lock switch is turned on**

- If swing lock switch (2) is turned on, the pump cut-off function is cancelled and the relief pressure rises from 34.8 MPa {355 kg/cm<sup>2</sup>} to 37.2 MPa {380 kg/cm<sup>2</sup>}. If the work equipment is relieved under this condition, the hydraulic oil temperature rises quickly and the warm-up time can be shortened.



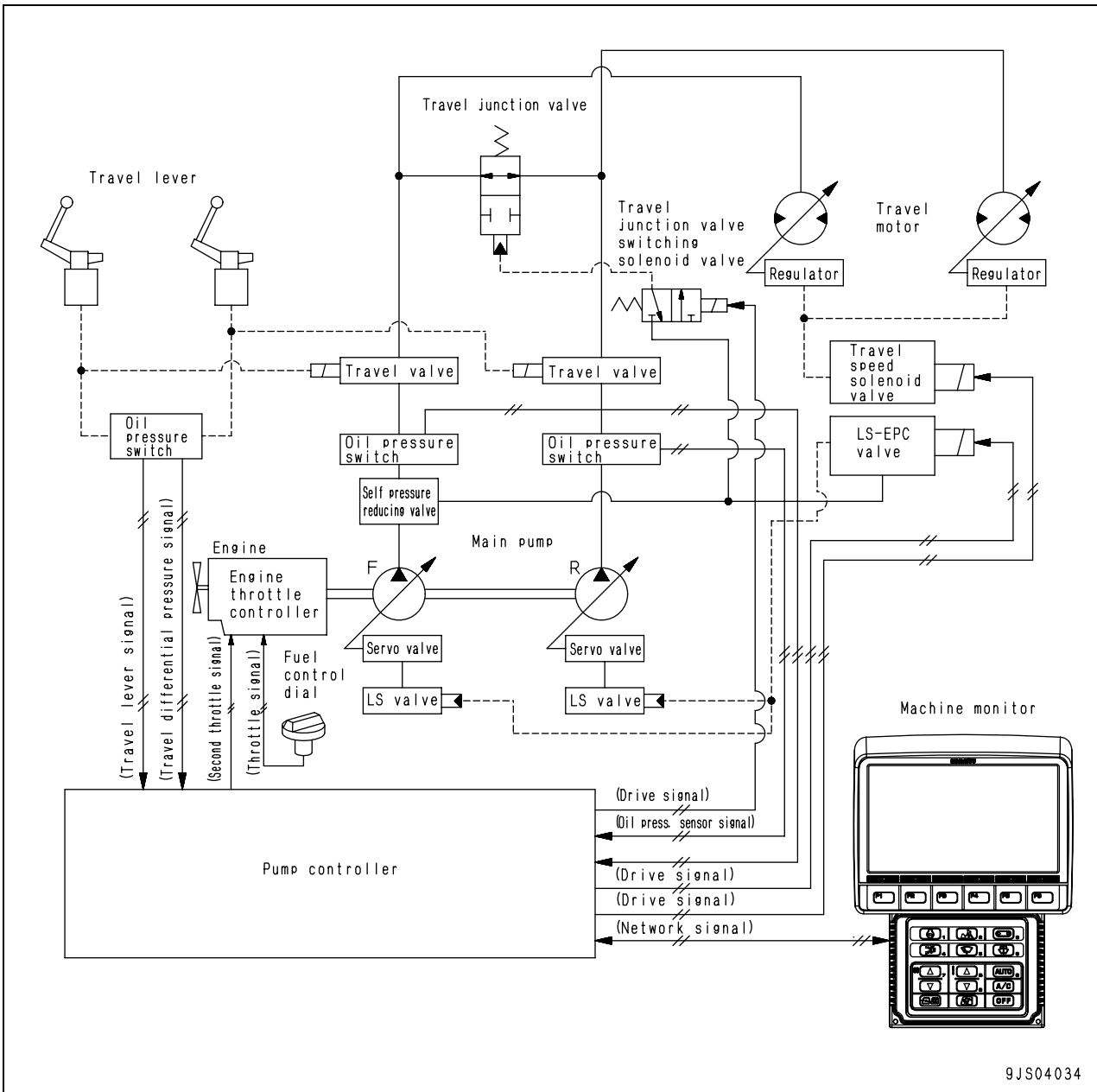
**Swing holding brake cancel switch**

- If the controller, etc. has a problem, the swing holding brake does not work normally, and the machine cannot swing, the swing lock can be reset with the swing holding brake cancel switch.

Swing holding brake cancel switch	ON (when controller has trouble)		OFF (when controller is normaly)	
	ON	OFF	ON	OFF
Swing lock switch				
Swing brake	Swing lock is turned on.	Swing lock is canceled.	Swing lock is turned on.	Swing holding brake is turned on.

- Even if the swing holding brake cancel switch is turned on, if the swing lock switch is turned on, the swing brake is not released.
- If the swing lock is reset, only the hydraulic brake is applied by the safety valve. Note that if swinging is stopped on a slope, the upper structure may swing by its gravity.

7. Travel control function



Function

- The machine is provided with a function that ensures travel performance best fit to the type of work and jobsite by controlling pumps during travel or allowing operator to change travel speed automatically or manually.



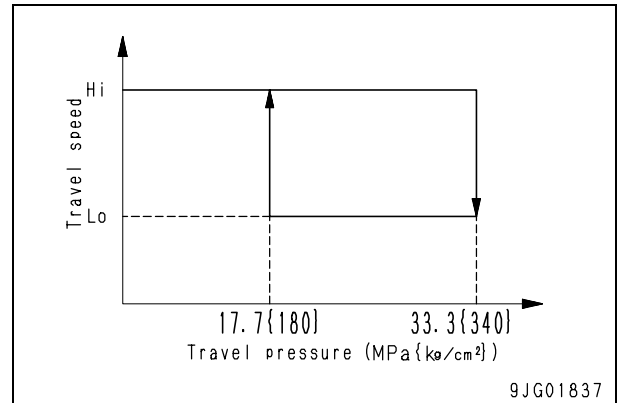
1) **Function to control pump during travel**

- For details, see Engine and pump composite control function.

2) **Travel speed change function**

- 1] Manual change with travel speed selector switch

Switching the travel speed selector switch from Lo to Mi and Hi causes the pump controller to control the pump capacity and motor capacity at each gear speed as shown below, switching the travel speed.



Travel speed switch	Lo (Low speed)	Mi (Medium speed)	Hi (High speed)
Pump capacity (%)	86	65	100
Motor capacity	Max.	Min.	Min.
Travel speed (km/h)	3.0	4.1	5.5

- 2] Automatic change by engine speed  
 If you adjust the engine speed to 1,500 rpm or less with the fuel control dial,

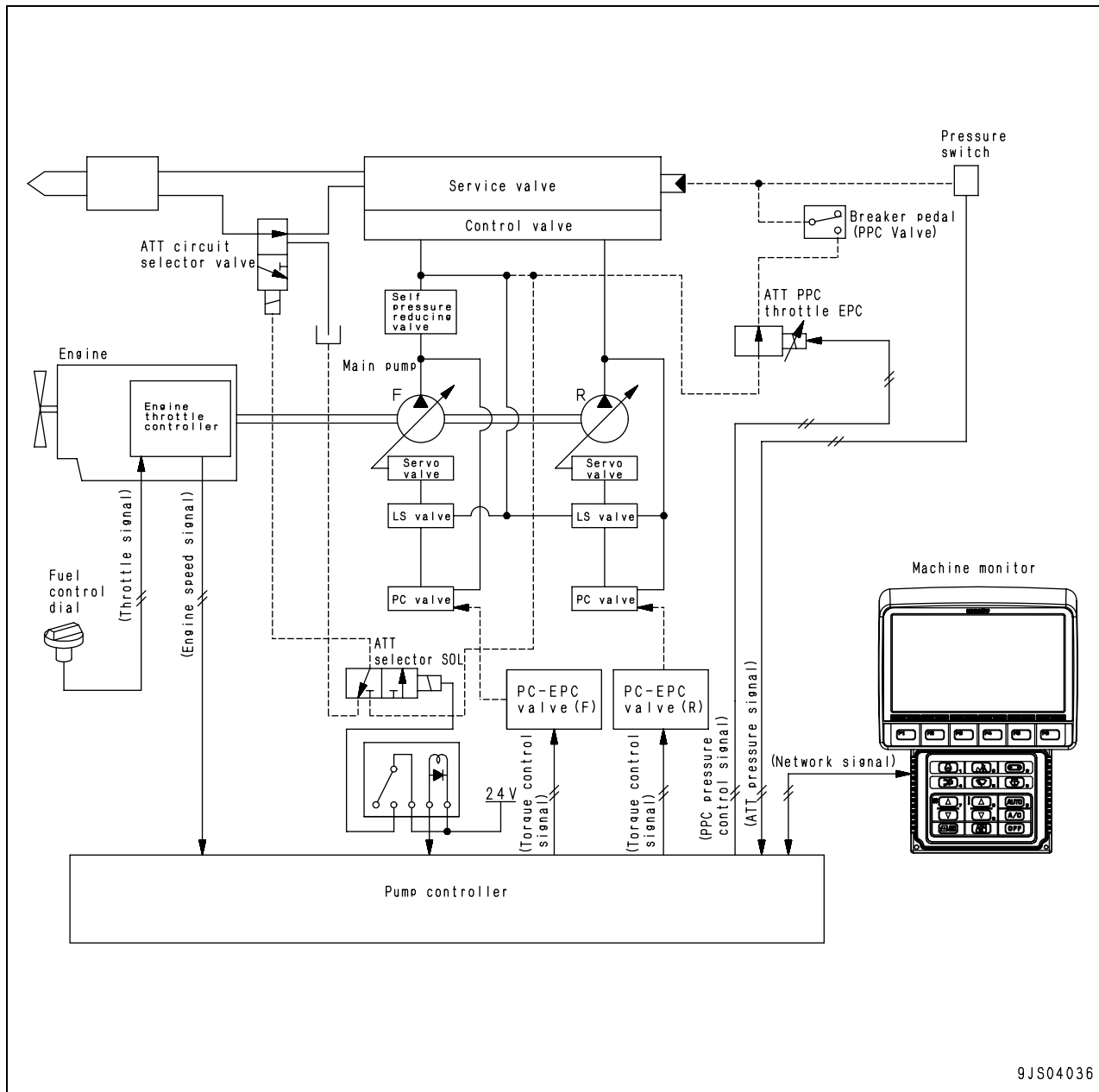
- The travel speed does not switch to Hi when the machine is traveling in Mi.
- The travel speed automatically changes to Mi when the machine is travelling in Hi.

- 3] Automatic change by pump discharge pressure

If the travel pressure is kept to 33.3 MPa {340 kg/cm<sup>2</sup>} at least 0.5 sec. due to increased load during traveling in Hi on an uphill, the travel motor capacity automatically switches to the low speed (Lo) (the travel speed switch stays at Hi).

If the machine starts traveling on level ground or downhill during operation of the above mentioned function and the travel pressure goes below 17.7 MPa {180 kg/cm<sup>2</sup>} and continues such the condition at least 0.5 sec., the travel motor capacity will automatically change, switching the travel speed switch to Hi again.

8. Attachment flow control circuit selector function (if equipped)  
(FOR PC290 K50001 ~ K50104)



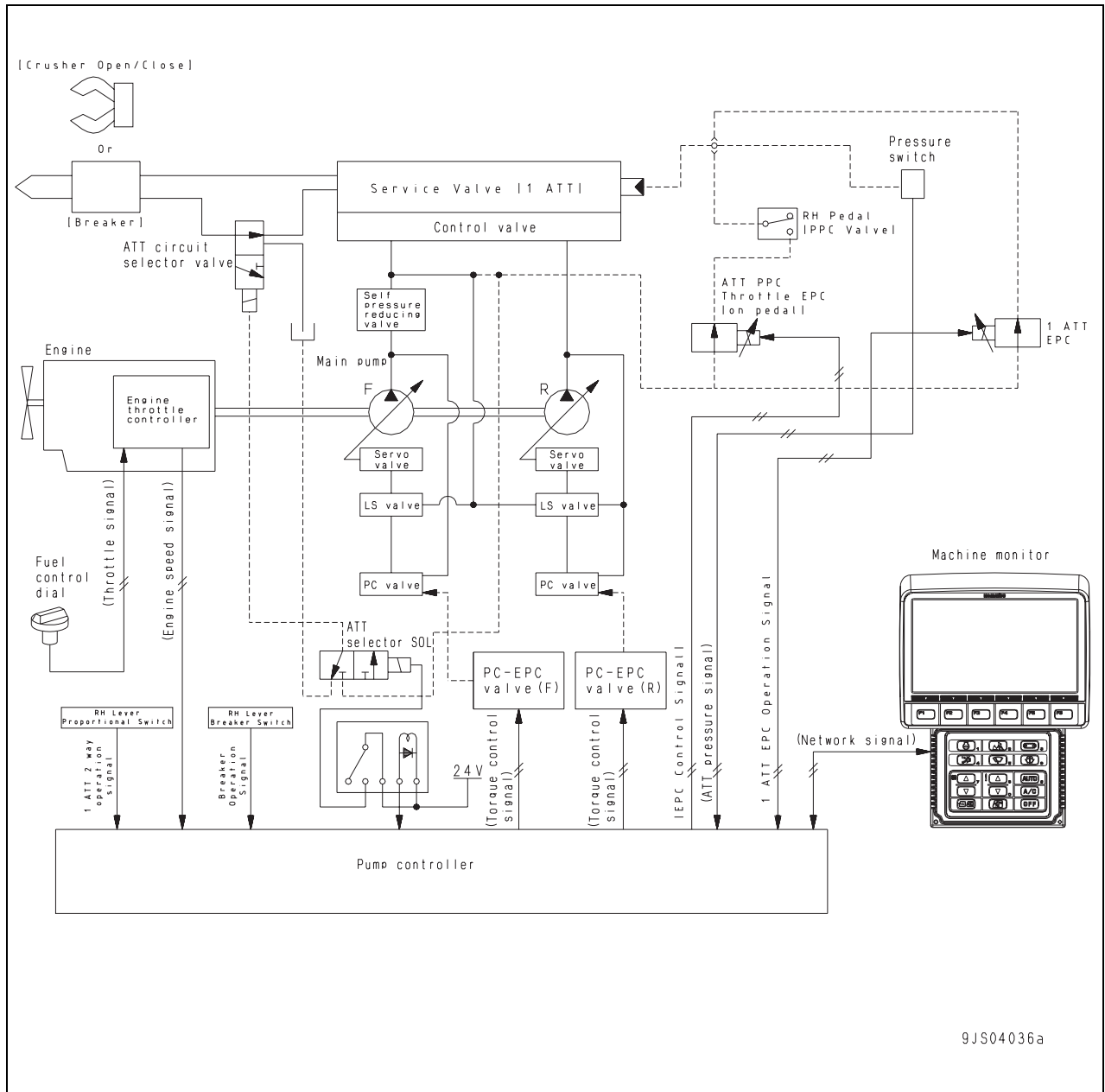
**Function**

- This function is available only with the attachment specification.
- The function acts as follows according to the flow command and working mode from the monitor.
  - 1) It throttles the attachment PPC pressure and controls the flow when the pedal is depressed fully.
  - 2) Attachment operation switches depending on the working mode as shown below.

Working mode	Attachment operation
B	Single-acting

Working mode	Attachment operation
ATT	Double-acting

8. 1st Attachment flow control circuit selector function (For PC290 K50105.)



9JS04036a

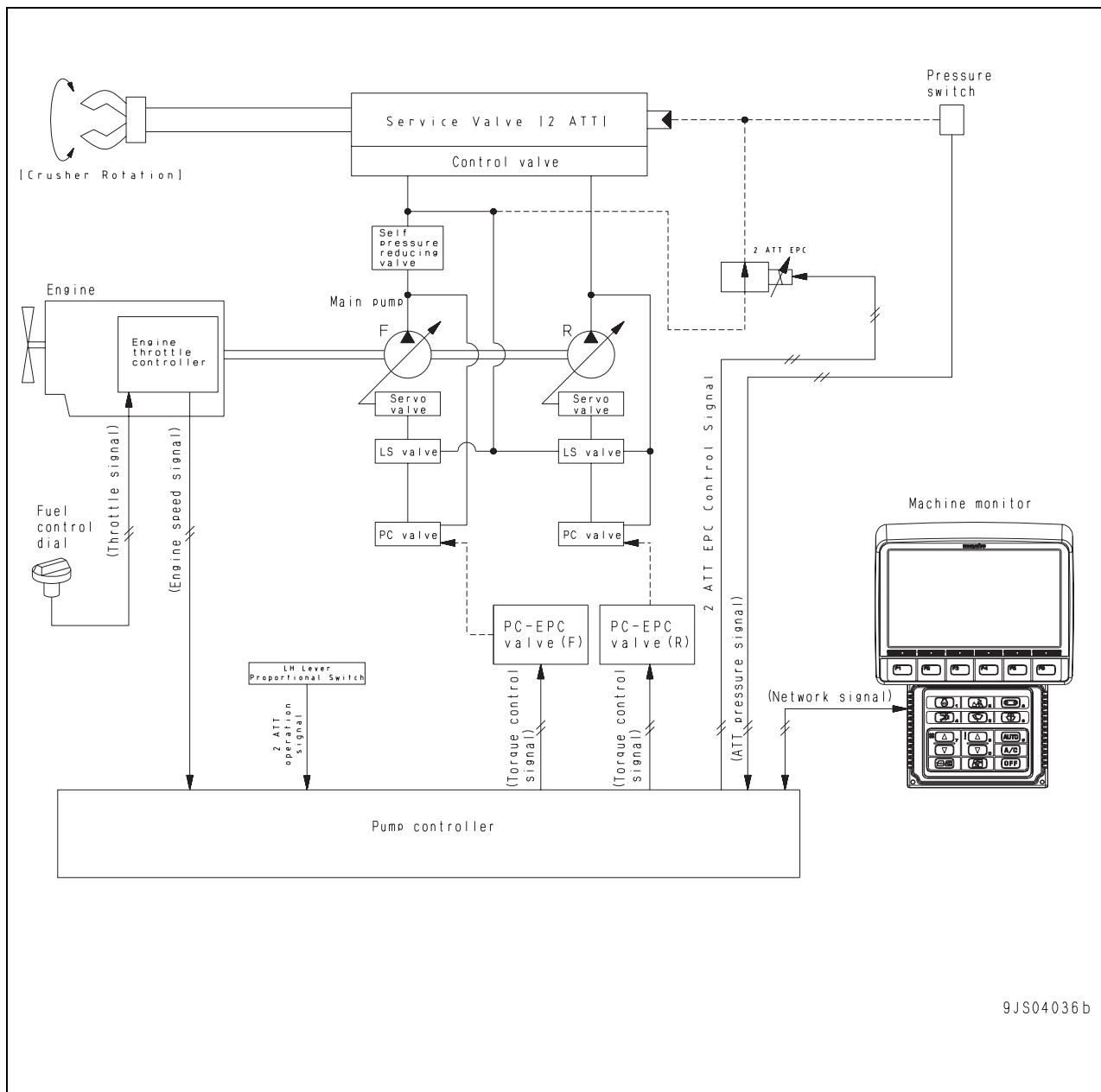
**Function**

The function acts as follows according to the flow and working mode command from the monitor. Attachment operation switches depending on the working mode selected.

1. Att mode - Double acting, 2 way flow (e.g. crusher open/close)
  - If either the RH pedal or the RH lever proportional switch are operated the attachment PPC pressure is throttled which controls the flow (N.B. max flow preset by the monitor panel function).
2. B mode- Single acting, 1 way flow (breaker)
  - If either the RH pedal or RH lever breaker button are depressed, then max flow is

produced (N.B. max flow preset by monitor panel function).

9. 2nd Attachment flow control circuit selector function (For PC290 K50105)



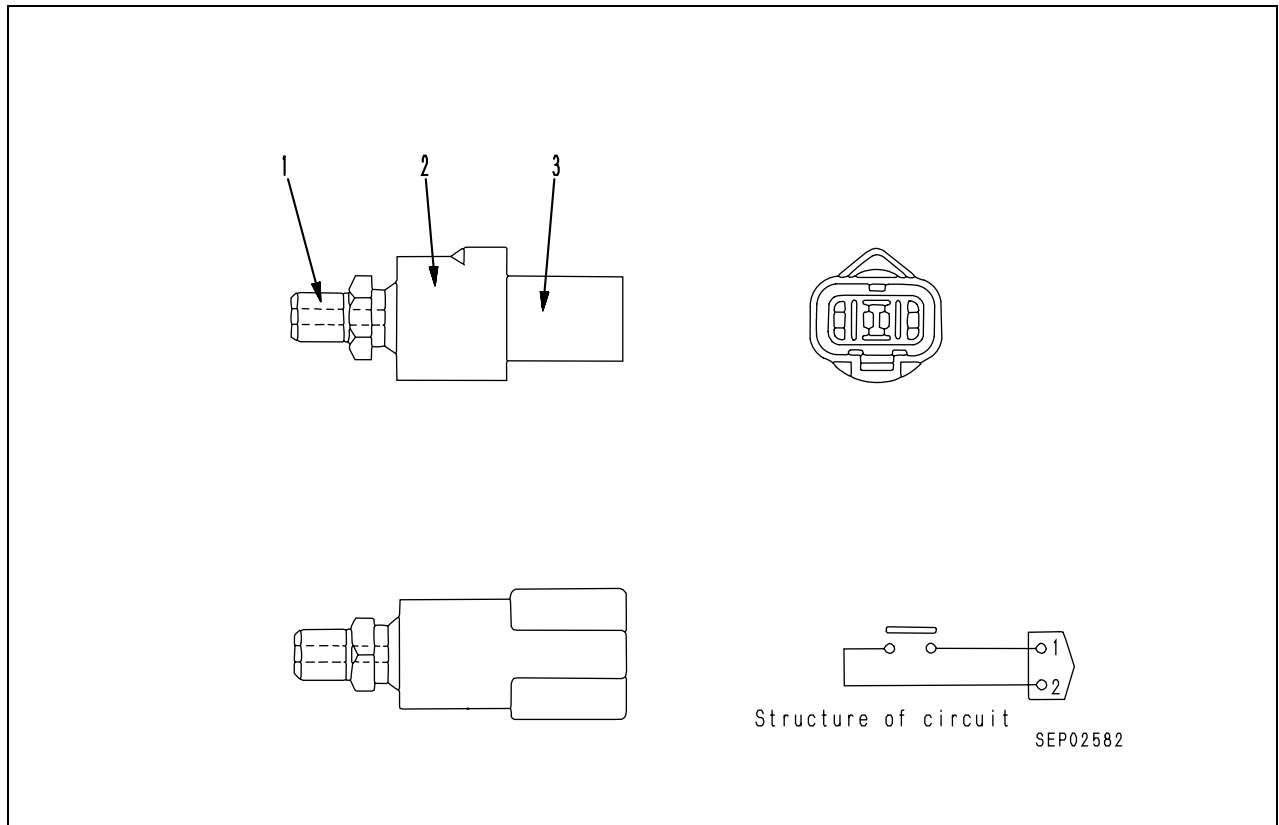
9JS04036 b

**Function**

- This function is available only with the 2nd attachment specification.
- The function acts as follows according to the flow command when the following working mode is selected:
  1. ATT 2 mode - Double acting, 2 way flow (e.g. crusher rotation).
    - When the LH lever proportional switch is operated, the the 2 attachment PPC pressure switch is throttled which controls the flow (N.B. max flow preset by monitor panel function).

## 9. System component parts

### 1) PPC oil pressure switch



1. Plug
2. Switch
3. Connector

### Specifications

Type of contacts: Normally open contacts

Operating (ON) pressure:

$$0.5 \pm 0.1 \text{ MPa } \{5.0 \pm 1.0 \text{ kg/cm}^2\}$$

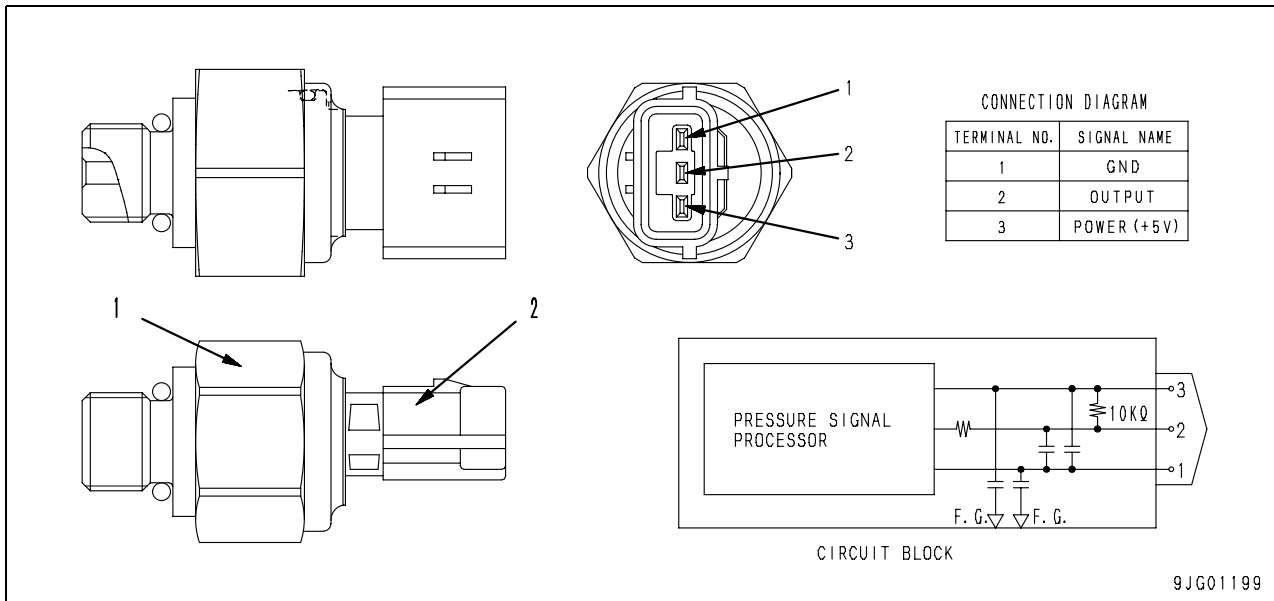
Resetting (OFF) pressure:

$$0.3 \pm 0.05 \text{ MPa } \{3.0 \pm 0.5 \text{ kg/cm}^2\}$$

### Function

- The junction block has 2 PPC oil pressure switches.
- This sensor detects the operating condition of each actuator by the PPC pressure and transmit it to the pump controller.

2) Oil pressure sensor



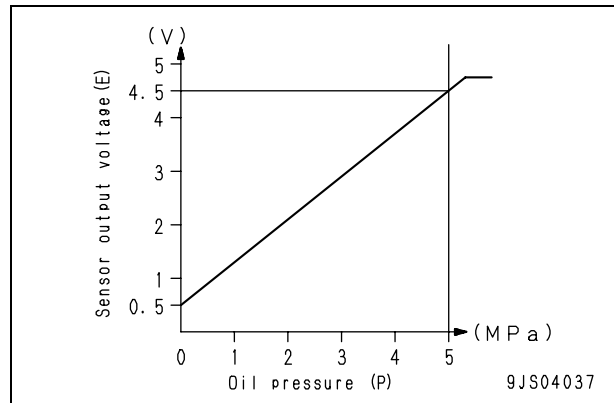
1. Sensor
2. Connector

**Function**

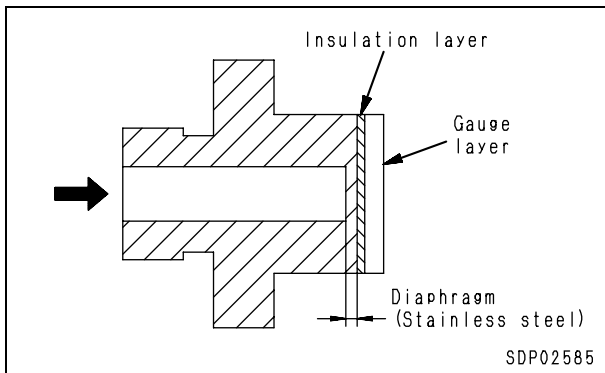
- The junction block has 6 PPC oil pressure sensor.
- This sensor detects the operating condition of each actuator by the PPC pressure and transmit it to the pump controller.

**Operation**

- The oil pressure is applied to the diaphragm of the oil pressure sensor from the pressure intake part, the diaphragm is deformed.
- The deformation in the diaphragm causes the resistance of the gauge to change. This causes a change in the output voltage, which is transmitted to the amplifier (voltage amplifier).

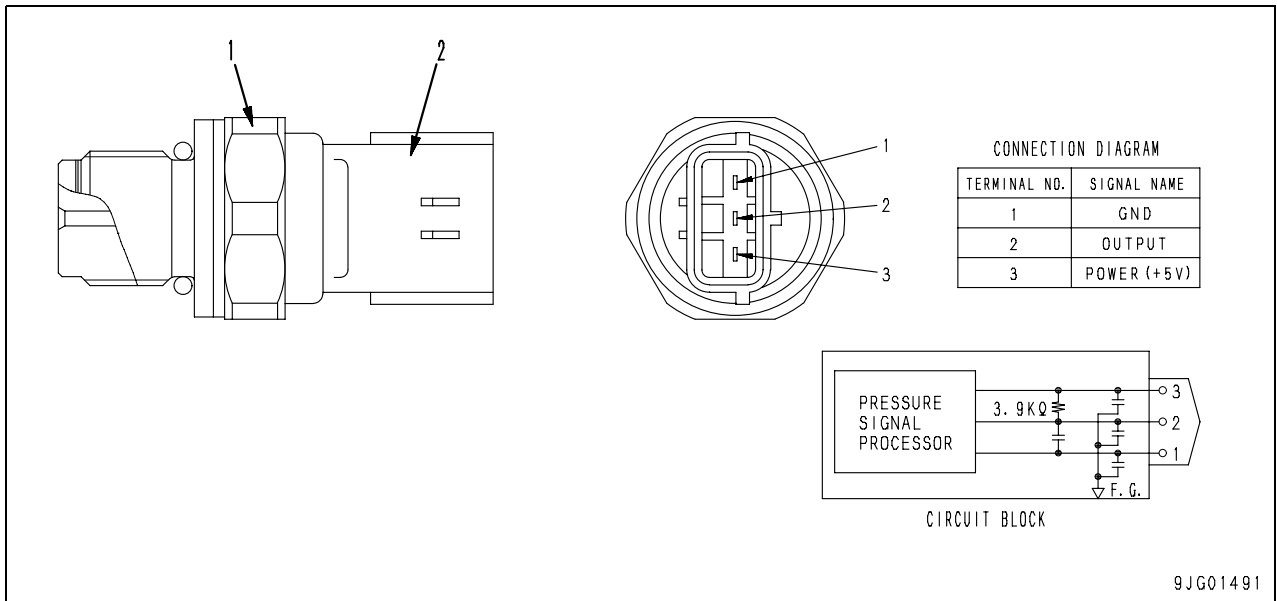


- The amplifier magnifies output voltage (E) and transmits it to the pump controller.



- The relationship between the pressure applied to sensors (P) and output voltage (E) is shown in the figure below.

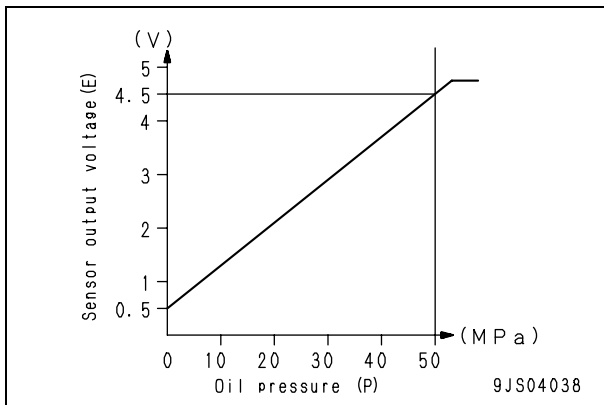
3) Pump pressure sensor



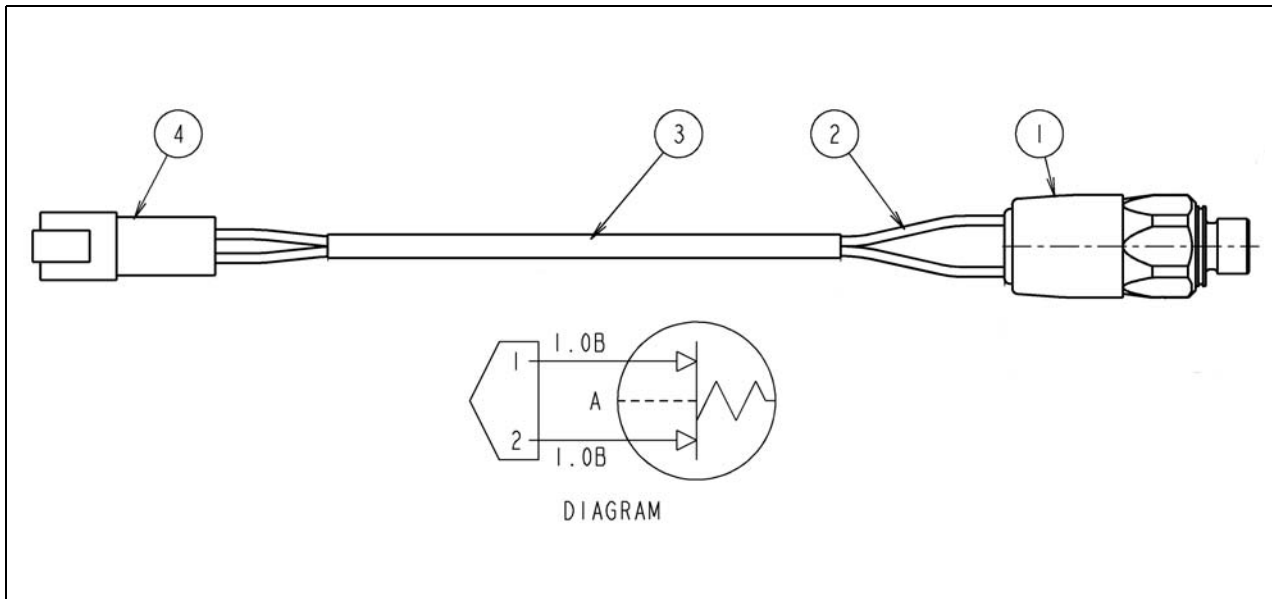
1. Sensor
2. Connector

**Operation**

- The relationship between the pressure applied to sensors (P) and output voltage (E) is shown in the figure below.



## 4) Quick coupler low pressure warning switch



1. Switch
2. Wire
3. Cover
4. Connector

## Specification

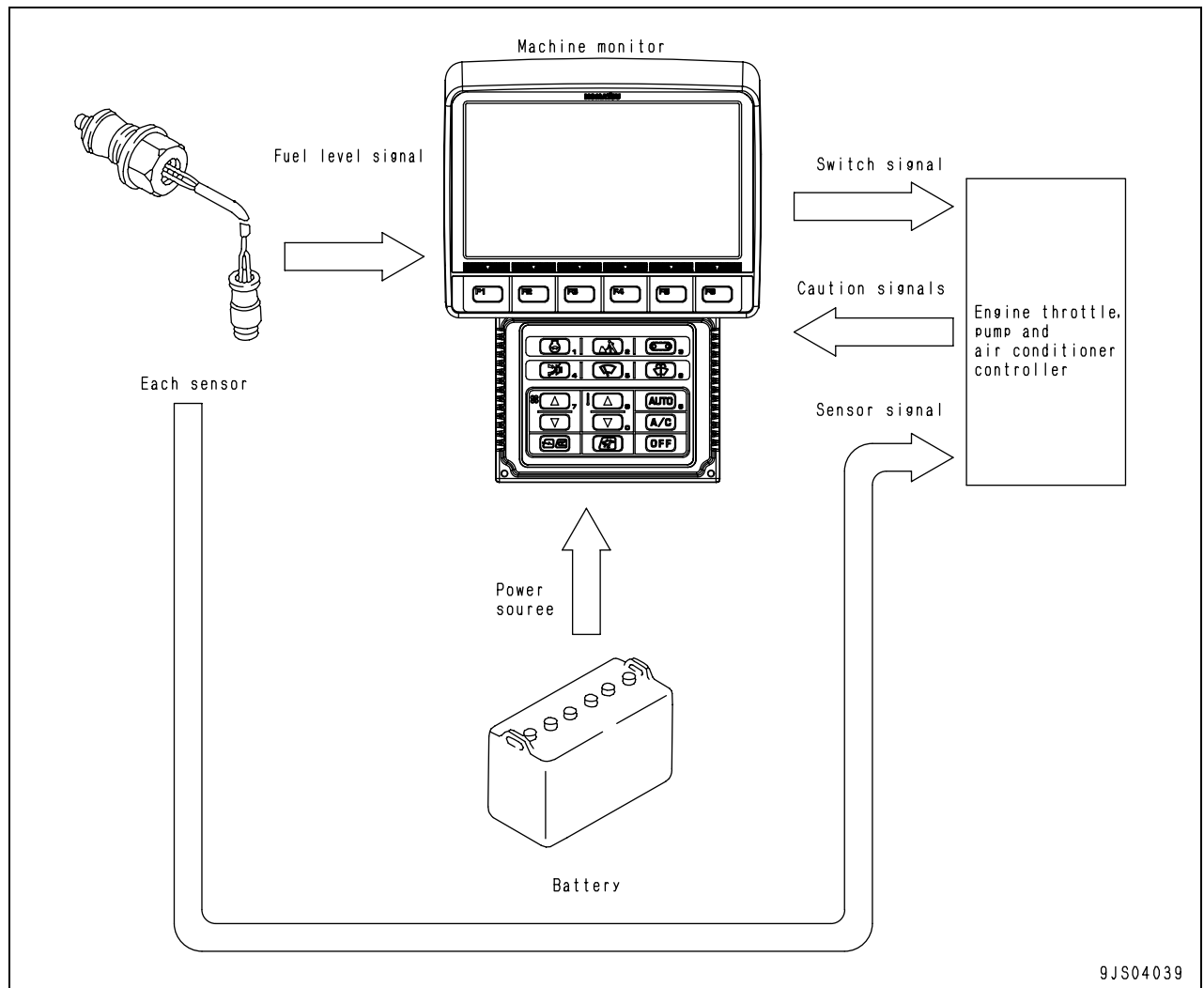
- Switching pressure  $25 \pm 5$  bar (rising)

## Function

- The quick coupler circuit has one pressure switch.
- This sensor detects the circuit pressure, if the pressure falls below the switch set pressure a buzzer is sounded in the operator cab to warn the operator.



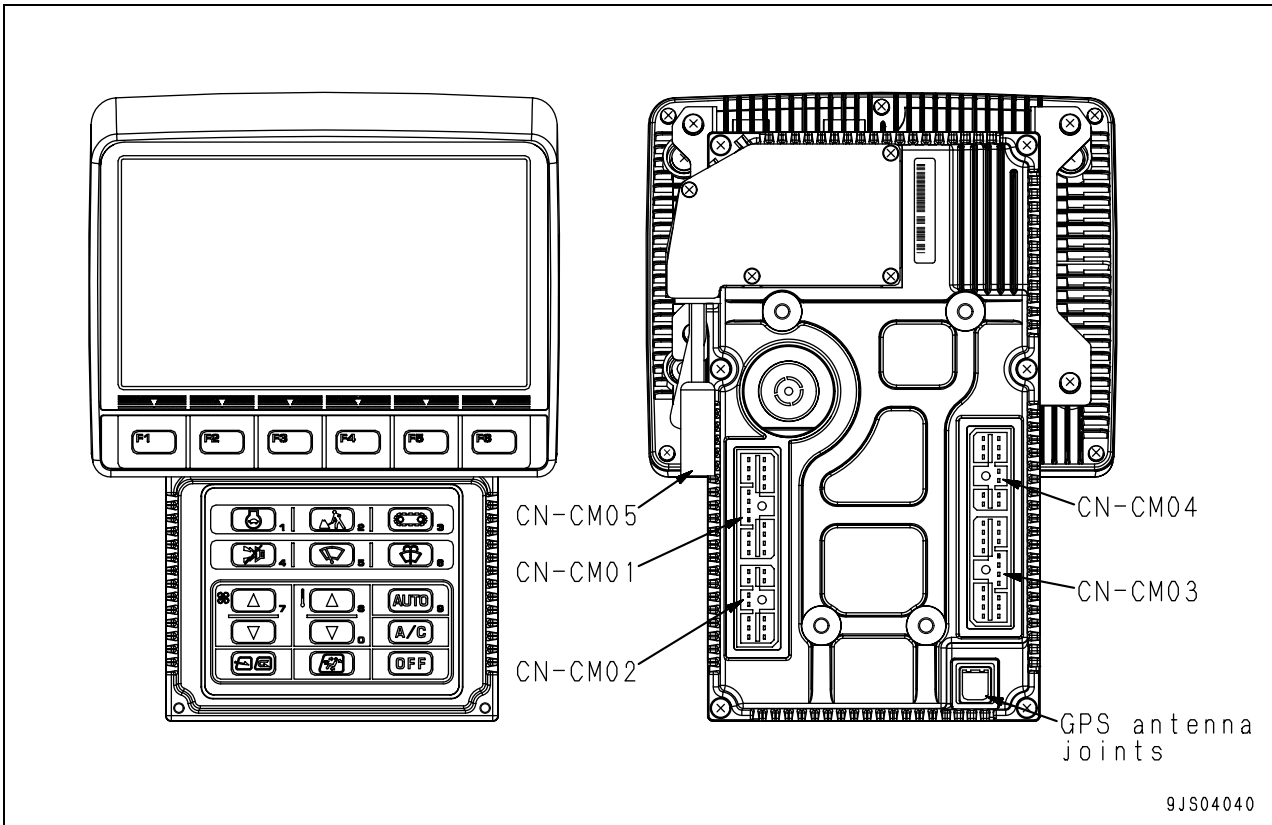
## Monitor system



9JS04039

- The monitor system notifies the operator of machine status. It monitors the condition of the machine with the sensors mounted on various parts of the machine, processes and immediately displays the obtained information on the panel.  
Contents displayed on the panel are largely divided into the following.
  1. Alarm when an abnormality occurs on the machine
  2. Machine condition (Temperature of coolant and hydraulic oil, fuel level, etc.)
- The monitor panel also has various mode selector switches and functions to operate the machine control system.  
Also, the machine monitor is provided with various mode selector switches that function as the operation unit of the machine control system.

**Machine monitor**



9JS04040

**Outline**

- The machine monitor has the functions to display various items and the functions to select modes and electric parts.
- The machine monitor has a CPU (Central Processing Unit) in it to process, display, and output the information.
- The monitor display employs an LCD (Liquid Crystal Display). The switches are flat sheet switches.

## Input and output signals

CN-CM01

Pin No.	Signal name	Input/output
1	Battery power (+24V constantly)	Input
2	Battery power (+24V constantly)	Input
3	Battery power GND	—
4	Battery power GND	—
5	Wake-up	Input/Output
6	Relay output	Output
7	Chassis signal GND	—
8	NC(*)	—
9	Fuel level	Input
10	NC(*)	—
11	Charge amount	Input
12	Chassis analog signal GND	—
13	Light switch	Input
14	Key switch (ACC)	Input
15	Key switch (C)	Input
16	Preheating	Input
17	NC(*)	—
18	NC(*)	—

\*: Never connect to NC or malfunctions or failures will occur.

CN-CM02

Pin No.	Signal name	Input/output
1	NC(*)	—
2	Engine oil level sensor	Input
3	Coolant level sensor	Input
4	Air cleaner clogging sensor	Input
5	Swing lock	Input
6	Buzzer on(⊗)	Input
7	Chassis signal GND	—
8	CAN terminating resistance	—
9	CAN_H	Input/Output
10	CAN_L	Input/Output
11	NC(*)	Input/Output
12	NC(*)	Input/Output

\*: Never connect to NC or malfunctions or failures will occur.

⊗: For PC290 K50105 and up.

CN-CM03

Pin No.	Signal name	Input/output
1	RS232C CD for communication terminal	Input
2	RS232C RXD for communication terminal	Input
3	RS232C SG for communication terminal	—
4	Signal GND for communication terminal control	—
5	Communication terminal selection signal	Input
6	RS232C RTS for communication terminal	Output
7	RS232C TXD for communication terminal	Output
8	RS232C DTR for communication terminal	Output
9	RS232C DSR for communication terminal	Input
10	RS232C CTS for communication terminal	Input
11	RS232C RI for communication terminal	Input
12	Power GND for communication terminal	—
13	Input CH1 for communication terminal status	Input
14	Output for communication terminal power control	Output
15	Output CH1 for communication terminal control	Output
16	Output CH2 for communication terminal control	Output
17	Input CH2 for communication terminal status	Input
18	Electric power supply for communication terminal	Output

CN-CM04

Pin No.	Signal name	Input/output
1	NC(*)	—
2	NC(*)	—
3	NC(*)	—
4	NC(*)	—
5	NC(*)	—
6	NC(*)	—
7	NC(*)	—
8	NC(*)	—
9	NC(*)	—
10	NC(*)	—
11	NC(*)	—
12	NC(*)	—

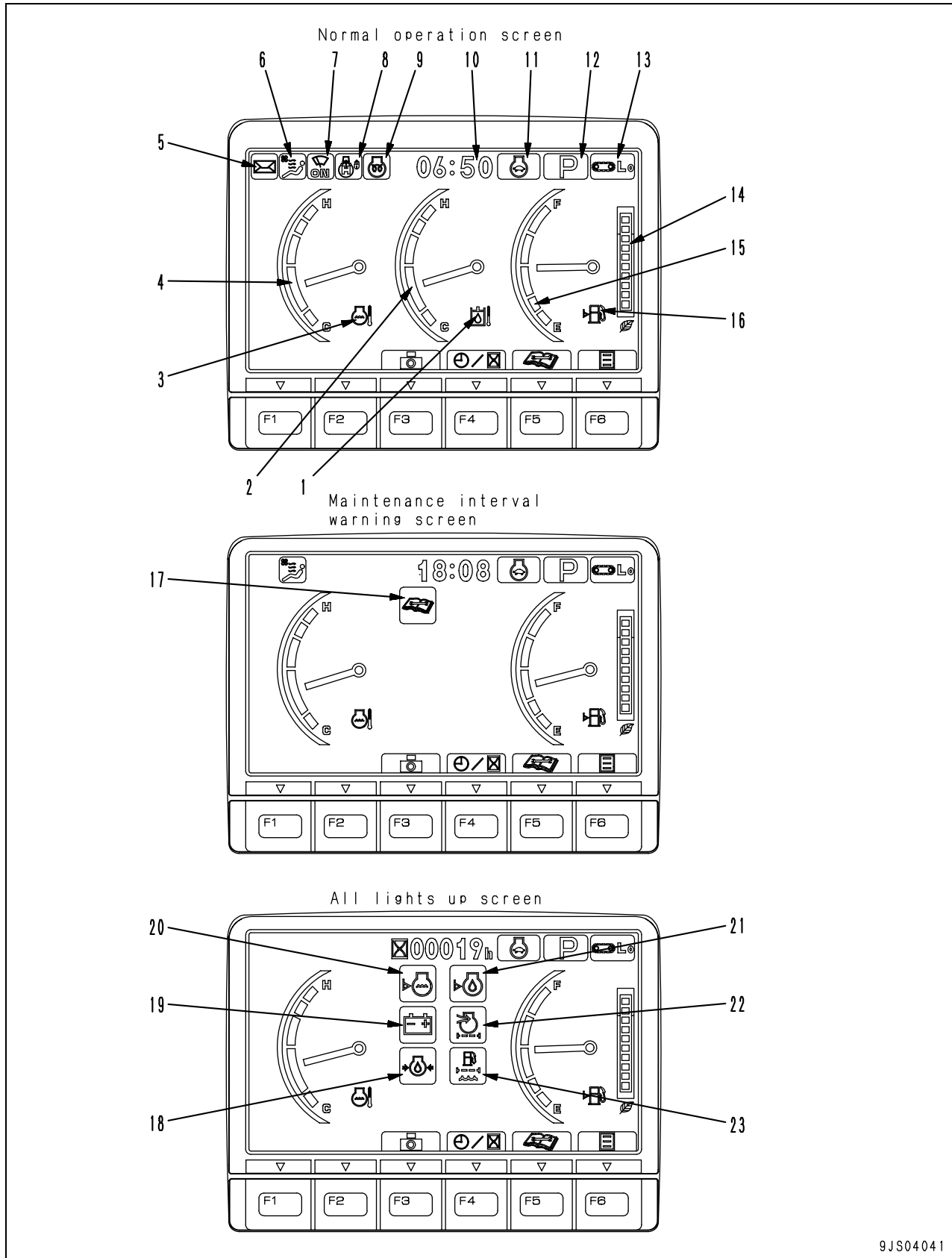
\*: Never connect to NC or malfunctions or failures will occur.

## CN-CM05

Pin No.	Signal name	Input/output
1	Electric power supply for camera	Output
2	Camera NTSC signal input 1	Input
3	Camera NTSC signal input 2	Input
4	Camera NTSC signal input 3	Input
5	Electric power supply GND for camera	—
6	Camera signal GND1	—
7	Camera signal GND2	—
8	Camera signal GND3	—



Monitor control, display portion



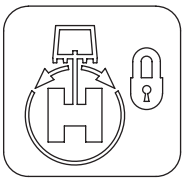
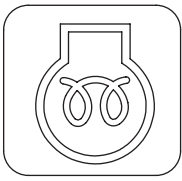

9JS04041

1. Hydraulic oil temperature monitor
2. Hydraulic oil temperature gauge
3. Engine coolant temperature monitor
4. Engine coolant temperature gauge
5. KOMTRAX message monitor
6. Air conditioner monitor
7. Wiper monitor
8. Swing lock monitor
9. Engine pre-heating monitor/power maximizing monitor
10. Time/service meter
11. Auto-deceleration monitor
12. Working mode monitor
13. Travel speed monitor
14. ECO indicator
15. Fuel gauge
16. Fuel level monitor
17. Maintenance interval monitor
18. Engine oil pressure monitor
19. Charge level monitor
20. Radiator coolant level monitor
21. Engine oil level monitor
22. Air cleaner clogging monitor
23. Water separator monitor

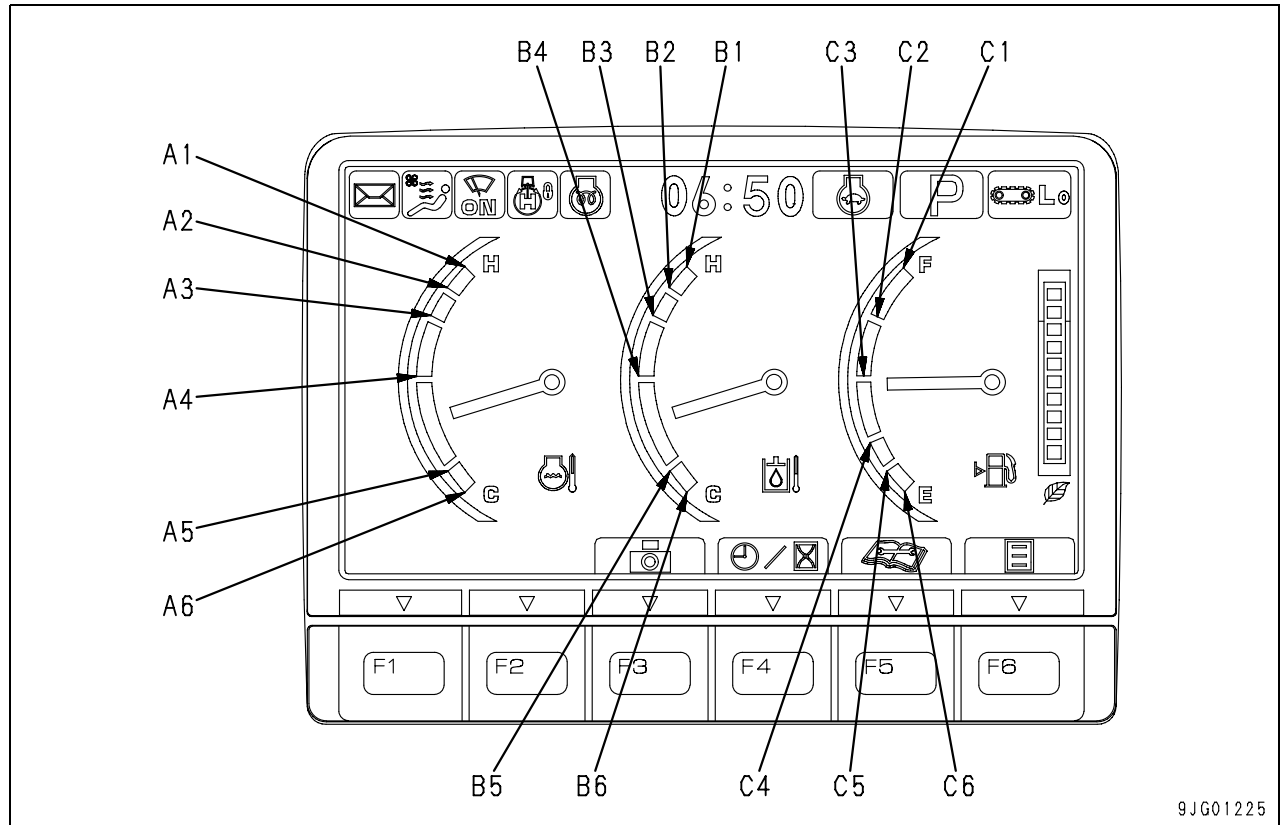
**Precautions on the machine monitor display**

- The liquid crystal display panel may have black spots (which do not light up) or bright spots (which stay on).  
Products having 10 or less black or bright spots conform the product specification; such the condition is quite normal.
- Battery voltage may suddenly drop at engine-start due to ambient temperature or the condition of the battery. The machine monitor display may temporarily disappear if it happens; it is quite normal.
- Continuous operation of the machine monitor may display blue bright spots on the screen having a black background; it is quite normal. The screen normally displayed on the monitor has a blue or white background. For this reason, blue spots will not cause any problem (since the liquid crystal lights up red, blue, and green spots when displaying white).

Monitor items and display

Symbol	Display item	Display method		
 <p>9JG01222</p>	Swing lock	Swing lock switch	Swing holding brake release switch	Display of symbol
		OFF	OFF	OFF
		ON	OFF	ON
		OFF	ON	Flashes
		ON	ON	Flashes
 <p>9JG01223</p>	Preheating	Automatic preheating	Preheater operates at low temperature and symbol keeps lighting up for up to about 30 seconds and then goes off after engine starts.	
		Manual preheating	Time after setting	Display of symbol
			0 – 30 sec	ON
			30 – 40 sec After 40 sec	Flashes OFF
 <p>9JG01224</p>	Power Max.	Power Max. switch	Display of symbol	
		While pressed	Keeps lighting up. Goes off after about 9 sec. if switch is kept pressed.	
		While released	Kept turned OFF.	
	Engine coolant temperature	See gauge display on next page.		
	Hydraulic oil temperature			
	Fuel level			




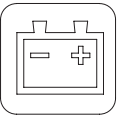



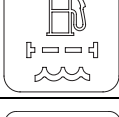



The gauge pointer disappears when information on coolant temperature or hydraulic oil temperature cannot be obtained due to disconnection of CAN.

Gauge	Range	Temperature or volume	Indicator	Buzzer sound
Engine coolant temperature (°C)	A1	105	Red	○
	A2	102	Red	
	A3	100	Off	
	A4	85	Off	
	A5	60	Off	
	A6	30	White	
Hydraulic oil temperature (°C)	B1	105	Red	
	B2	102	Red	
	B3	100	Off	
	B4	85	Off	
	B5	40	Off	
	B6	20	White	
Fuel level (ℓ)	C1	289	Off	
	C2	244.5	Off	
	C3	200	Off	
	C4	100	Off	
	C5	60	Off	
	C6	41	Red	





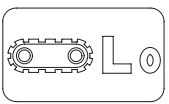




**Checks before starting (all symbols light up), when maintenance interval is exceeded.**

If the checks before starting or maintenance interval is exceeded items light up, the display of the hydraulic oil temperature gauge and the hydraulic oil temperature monitor disappear and the following symbols are displayed.

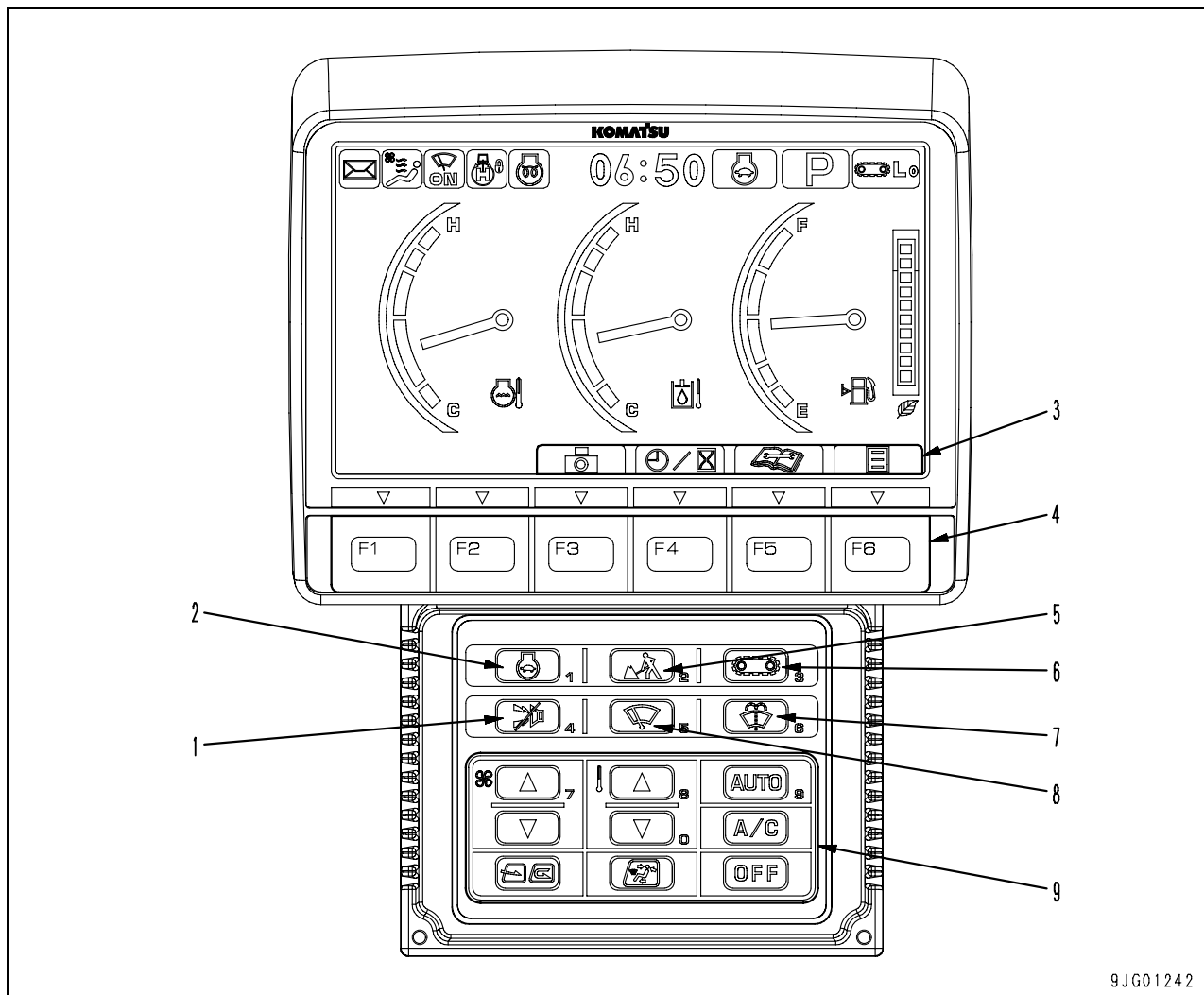
Symbol	Display item	Check before starting item	While engine is stopped	While engine is running
 9JG01376	Engine oil pressure	●	—	Lights up and buzzer sounds when abnormal.
 9JG01377	Battery charge	●	—	Lights up when abnormal.
 9JG01378	Radiator coolant level	●	Lights up and buzzer sounds when abnormal.	Lights up and buzzer sounds when abnormal.
 9JG01379	Engine oil level	●	Lights up when abnormal.	—
 9JG01380	Air cleaner clogging	●	—	Lights up when abnormal.
 9JG01232	Water separator	●	Lights up when abnormal.	Lights up when abnormal.
 9JG01381	Maintenance		Notice lamp (yellow)/Warning lamp (red). Lights up for only 30 seconds after starting switch is turned ON.	

Symbols appear in the order in which they occur from the upper left. When symbols are displayed, if the hydraulic oil temperature is high or low, only its symbol is displayed.

Condition of hydraulic oil	Color of symbol
Low temperature (below B6 or equivalent)	Black on white background
Normal (B6 – B2)	No display
High temperature (above B2)	White on red background

Display category	Symbol	Display item	Display range	Display method
Monitor	 9JG01240	KOMTRAX message	Green: There is unread message. Blue: There is unreturned message.	Displays state of message (for only machine equipped with KOMTRAX).
	 9JG01233	Air conditioner/ Heater	ON ↔ OFF	Displays operating condition.
	 9JG01234	Wiper	▶ INT → ON → OFF	Displays set condition.
	 9JG01235	Working mode	P, E, L, B, ATT	Displays set mode.
	 9JG01236	Travel speed	▶ Lo → Mi → Hi	Displays set speed.
	 9JG01237	Auto-deceleration	ON ↔ OFF	Displays operating condition.
ECO indicator	 9JG01241	ECO indicator	Green: Work load is light – medium. Orange: Work load is heavy.	Displays average work load in 1 minute on 10 levels. (Does not display if ECO display is set OFF in service menu.)
Service meter	 9JG01238	Service meter indicator	While service meter is working	Displays operating time. (Changes to clock if F4 is depressed.)
Clock	 9JG01239	Clock	12-hour display ↔ ↔ 24-hour display	Displays time. (Changes to service meter if F4 is depressed.)

Switches



9JG01242

1. Buzzer cancel switch
2. Auto-deceleration switch
3. Guidance icon
4. Function switch
5. Working mode selector switch
6. Travel speed selector switch
7. Window washer switch
8. Wiper switch
9. Air conditioner control switch

**Buzzer cancel switch**

Pressing this switch when the alarm buzzer is making sound stops the alarm buzzer. If a new abnormality is detected, the alarm buzzer sounds. Depending on the alarm buzzer type, it does not stop even if you press the buzzer cancel switch.









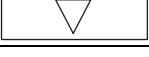

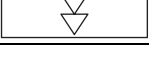










**Auto-deceleration switch**

The auto-deceleration switch toggles the auto-deceleration function on and off. When the working mode is switched, it is automatically set to ON. When it is set to ON, the auto-deceleration monitor appears.

★ The auto-deceleration function does not work in L mode.

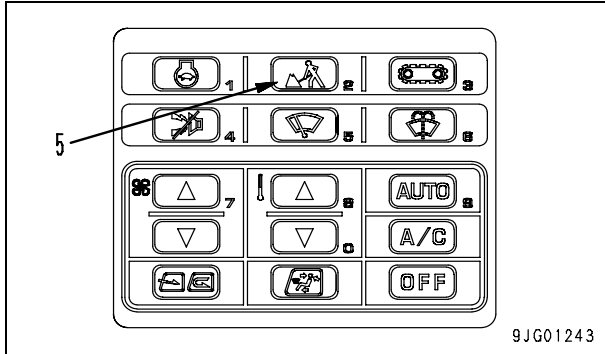
**Guidance icon and function switch**

The function switches differ depending on the screen display. Each guidance icon shows the function of the switch below it. Switches with no guidance icon are disabled. The functions shown by the guidance icons are as shown in the table below.

Symbol	Switch	Item	Function
 9JG01246	F6	Enter	Enters selected/set item.
 9JG01247	F5	Return	Returns to previous screen.
 9JG01248	F3	Select camera screen	Selects camera screen.
 9JG01249	F4	Select service meter/clock	Selects service meter and clock alternately.
 9JG01250	F5	Select maintenance screen	Selects maintenance screen.
 9JG01251	F6	Select user mode screen	Selects user mode screen.
 9JG01252	F3	Select item	Selects item on left side (Selects right end item after left end item).
 9JG01253	F4	Select item	Selects item on right side (Selects left end item after right end item).
 9JG01254	F3	Select item	Selects item on lower side (Selects top item after bottom item)/Resets holding of monitoring.
 9JG01255	F4	Select item	Selects item on upper side (Selects bottom item after top item)/Holds monitoring.
 9JG01256	F1	Select item	Selects page on lower side (Selects top page after bottom page).
 9JG01257	F2	Select item	Selects page on upper side (Selects bottom page after top page).
 9JG01258	F1	Display No. 1 camera screen	Selects No. 1 camera screen.
 9JG01259	F2	Display No. 2 camera screen	Selects No. 2 camera screen.
 9JG01260	F3	Display No. 3 camera screen	Selects No. 3 camera screen.
 9JG01261	F4	Display No. 1 and No. 2 camera screens	Displays No. 1 and No. 2 camera screens simultaneously.
 9JG01263	F2	Return to default setting	Returns selected item to default setting. (Used for adjustment of screen.)
 9JG01264	F1	Start	Starts operation. (Used to start measurement of split fuel consumption on fuel consumption display screen.)
 9JG01382	F1	Stop	Stops operation. (Used to stop measurement of split fuel consumption on fuel consumption display screen.)
 9JG01265	F1/F2	Clear	Clears selected/displayed item
 9JG01266	F1	Set	Executes setting.

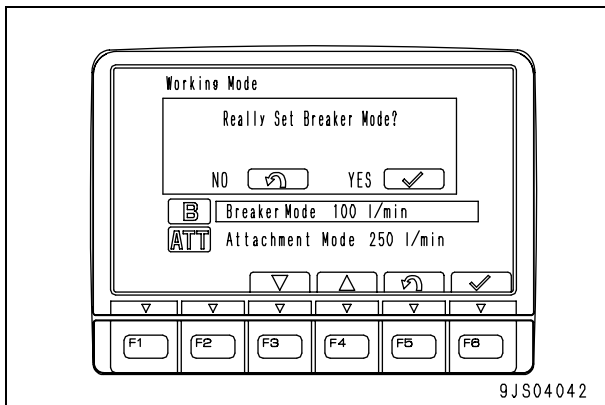
**Working mode selector switch**

Pressing working mode selector switch (5) switches among working modes. Check the working mode on the working mode monitor.



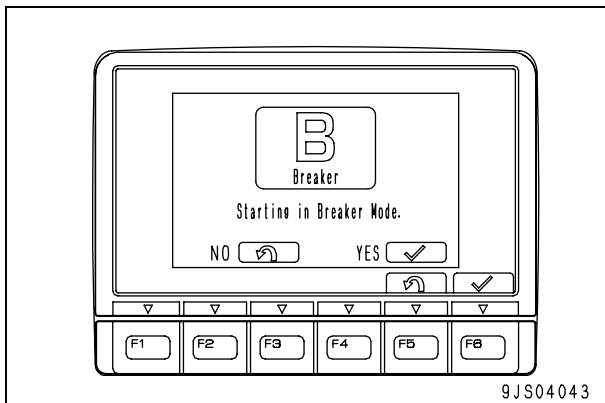
**About B mode**

- When you try specifying B mode as a working mode, the buzzer sounds for safety's sake and the following confirmation message appears.



F5 : Returns to the working mode selector screen.  
 F6 : Specifies the breaker mode.

- If B mode is specified as a working mode when you start the monitor, the buzzer sounds and the following message appears.



F5 : Starts up in E mode.  
 F6 : Starts up in B mode.

**Travel speed selector switch**

Each time you press the travel speed selector switch, the travel speed setting switches as shown below.

Lo → Mi → Hi → Lo ....

The travel speed setting is confirmable on the travel speed monitor.

The relationship between the speed setting and the monitor display is shown in the table below.

Display	Setting
Crawler symbol + Lo	Low speed (default)
Crawler symbol + Mi	Medium speed
Crawler symbol + Hi	High speed

**Window washer switch**

While the switch is being pressed, window washer liquid is sprayed out. There is a time delay before the wiper starts.

**Wiper switch**

Each time you press the wiper switch, the wiper settings switch as follows.

OFF → INT → ON → OFF → ....

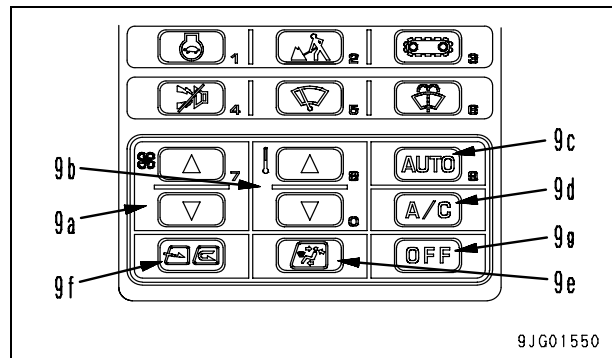
The wiper operation setting is confirmable on the wiper monitor.

The relationship between the wiper setting and the monitor display is shown in the table below.

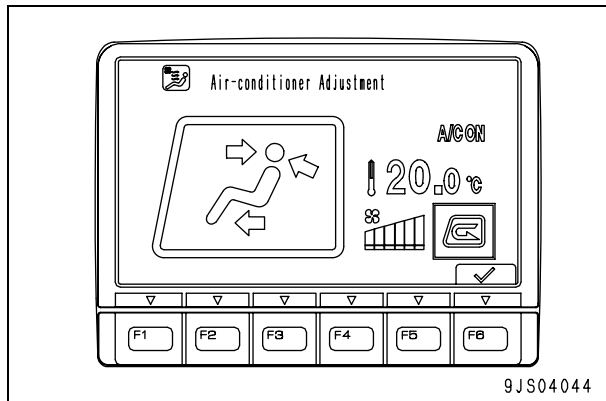
Display	Setting	Wiper actuation status
None	OFF	Stowing stopped or now stowing
Wiper symbol + INT	INT	Intermittent actuation
Wiper symbol + ON	ON	Continuous actuation

**Air conditioner control switch**

To operate the air conditioner, use the air conditioner control switches.

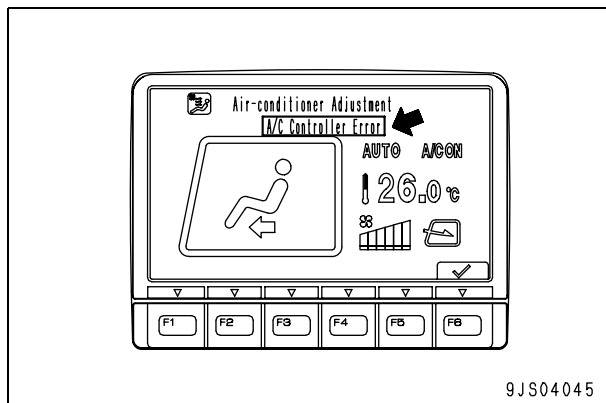


- 9a : Specifies airflow
- 9b : Specifies temperature
- 9c : AUTO
- 9d : A/C
- 9e : Switches among air blowing modes
- 9f : Switches between inside air and outside air
- 9g : OFF
- 9a to 9c : Enables entered information simultaneously with switching to the air conditioner control screen below.
- 9d to 9f : Switches to the air conditioner control screen below. Another pressing switches among modes.
- 9g : Turns OFF the air conditioner function without switching to the air conditioner screen.



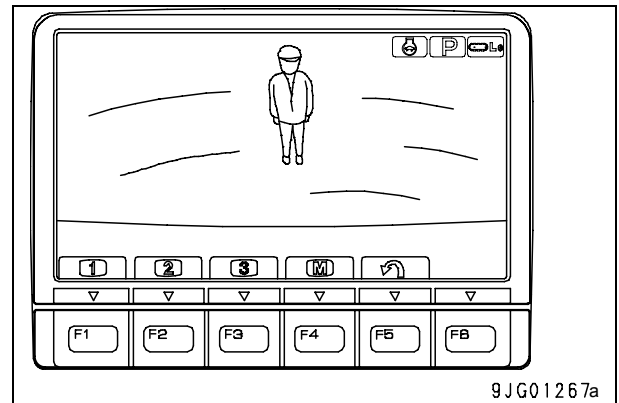
If you do no operation at least 5 sec. with the air conditioner control screen displayed, the window returns to the normal window.

- ★ When communication with the air conditioner is disconnected, or “spurting-out damper”, “A/M damper”, or “refrigerant” has a problem, the following screen appears.



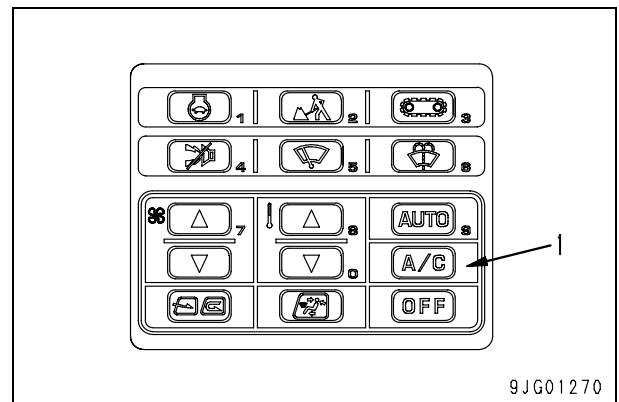
### Camera screen display function

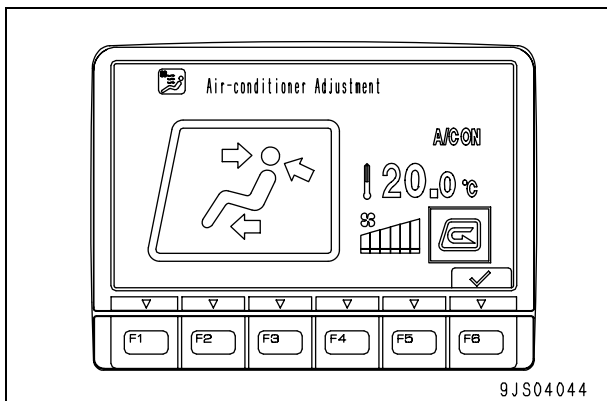
- For an optional-camera-equipped machine, pressing the F3 on the normal screen switches to the camera image.
- For a machine with no camera equipped, the guidance icon for switching to the camera screen does not appear; even if you press the switch, the screen does not switch to the camera image.
- Up to three cameras are mountable.



- F1 : Displays the image of No. 1 camera full-screen.
- F2 : Displays the image of No. 2 camera full-screen.
- F3 : Displays the image of No. 3 camera full-screen.
- F4 : Displays the images of No. 1 and No. 2 cameras at the same time.
- F5 : Returns to the normal screen.

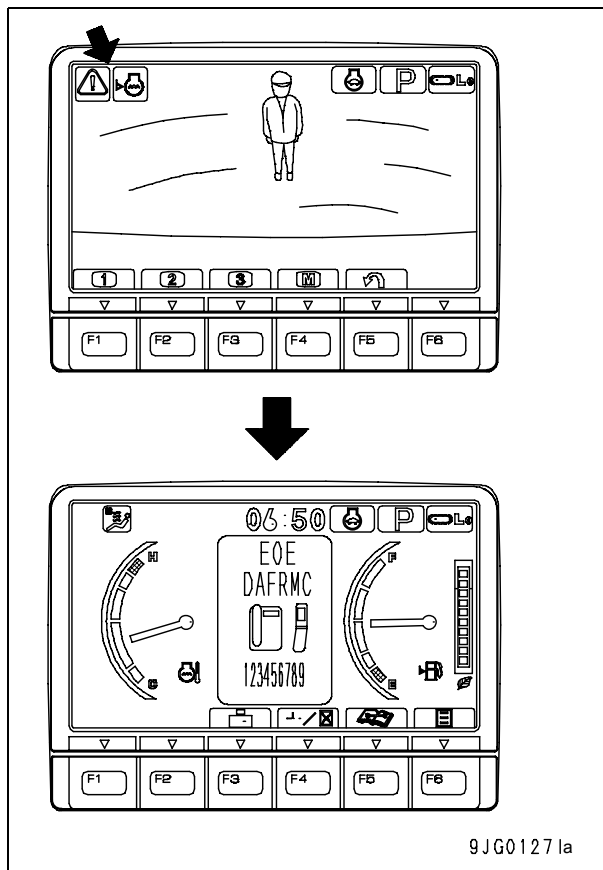
- Making operation of air conditioner button (1) with the camera screen displayed may switch to the air conditioner operation screen.





F6, or no operation for 5 sec.: Returns to the camera screen.

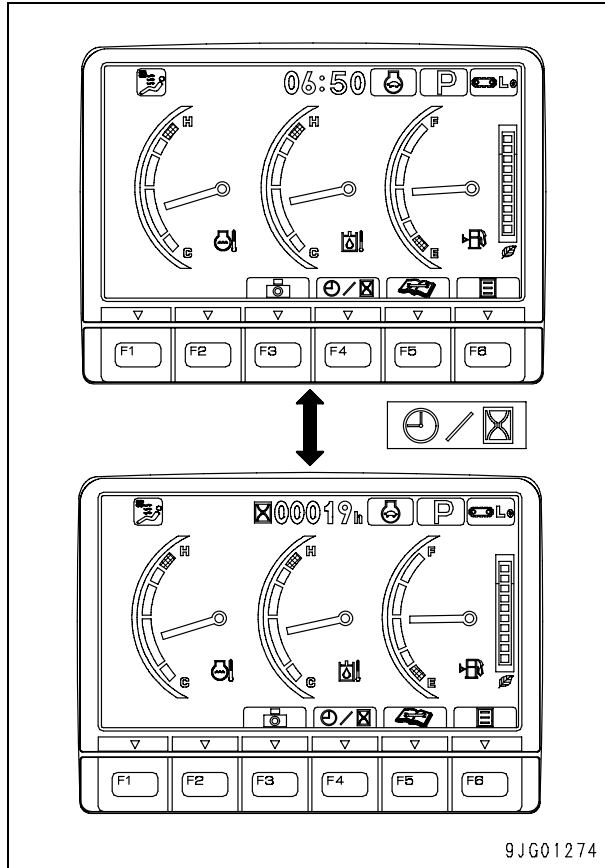
- Even when the camera screen is displayed, the working mode selector switch, travel speed selector switch, auto-deceleration switch, buzzer cancel switch, wiper switch, and window washer switch are enabled.
- Changing the working mode or travel speed returns to the normal screen.
- If an abnormality corresponding to an alarm item with the camera screen displayed, the alarm monitor appears on the upper left of the screen. If it appears, return to the normal screen with F5 to check the alarm display.
- If an abnormality corresponding to an error item with the camera screen displayed, the error monitor appears on the upper left of the screen. If it appears, you must move the machine to safe posture immediately and make inspections.
- If you do not operate the lever at least 10 sec. after the error monitor starts to blink, the screen switches to the normal screen.





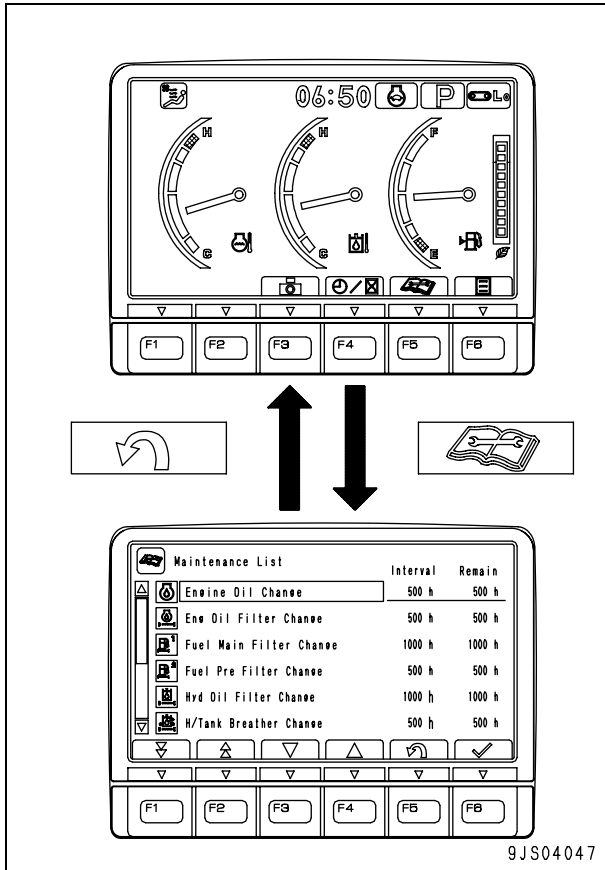
### Service meter/time selector function

- Pressing F4 on the normal screen when the service meter is displayed in the top center of the screen switches the display to the time, and doing so when the time is displayed switches the display to the service meter.



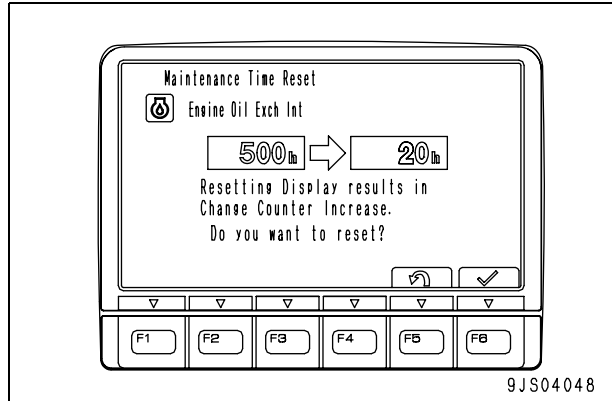
**Maintenance function**

- Pressing F5 on the normal screen switches to the maintenance screen.



- F1 : Displays the next page.  
Displays the top page when the last page is displayed.
- F2 : Displays the previous page.  
Displays the last page when the top page is displayed.
- F3 : Selects (highlights) an item one down.
- F4 : Selects (highlights) an item one up.
- F5 : Returns to the normal screen.
- F6 : Switches to the maintenance time reset screen.  
No operation at least 30 sec. : Returns to the normal screen.

- If the remaining time on the maintenance table screen is less than 30 hours, the relevant items are highlighted in yellow, and if 0 hours, they are done in red.
- On the maintenance time reset screen, reset the remaining time for the selected item to return to the default.



- F5 : Cancels the reset to return to the maintenance table screen.
- F6 : Resets the remaining time to return to the normal screen.  
No operation at least 30 sec. : Returns to the normal screen.

- The table below shows the maintenance items and replacement intervals. The time remaining to maintenance is reduced as the machine is operated.

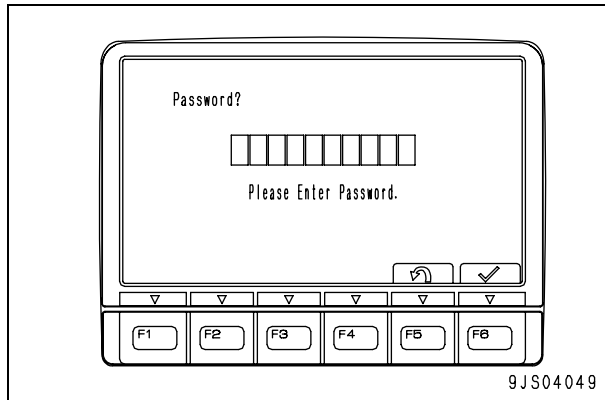
No.	Item	Replacement interval (Hours)
01	Engine oil	500
02	Engine oil filter	500
03	Fuel main filter	1000
41	Fuel prefilter	500
04	Hydraulic filter	1000
05	Hydraulic tank breather	500
06	Corrosion resistor	1000(*)
07	Damper case oil	1000
08	Final case oil	2000
09	Machinery case oil	1000
10	Hydraulic oil	5000

\*: If equipped (To be determined)

- The content of the caution display differs according to the remaining time. The relationship is as shown in the table below.

Display	Condition
None	Remaining time for maintenance for all items is more than 30 hours.
Notice display (black symbol displayed on yellow background)	There is one or more items with less than 30-hour remaining time for maintenance.
Warning display (white symbol displayed on red background)	There is one or more items with less than 0-hour remaining time for maintenance.

- You can lock the maintenance time by a password to prevent it from carelessly being reset.



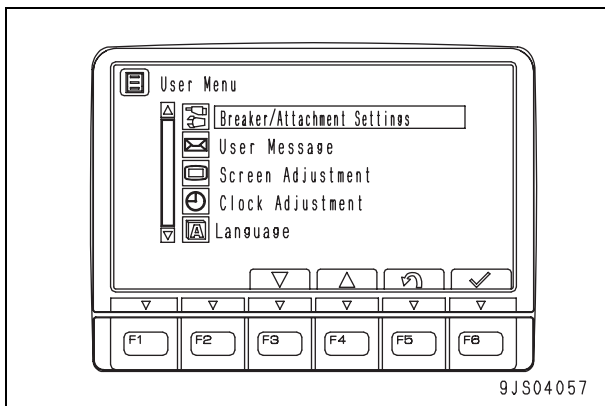
- The default password is "000000".
- Enabling the password lock on an attachment-equipped machine locks the breaker/attachment setting screen at the same time.
- ★ For information on changing the attachment/maintenance password, see "Attachment/maintenance password change function" in the Testing and adjusting section.

**User mode**

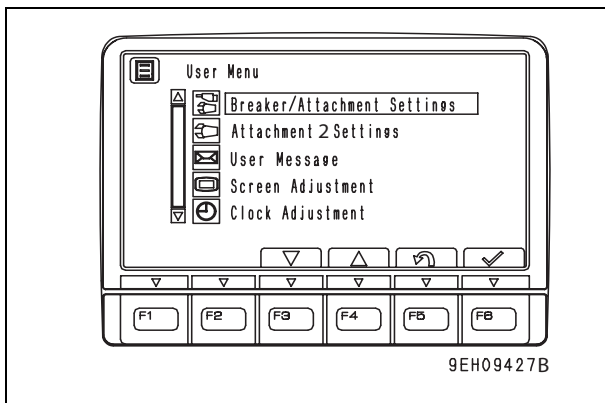
- Pressing F6 on the normal screen enters the user mode, switching to the user menu screen.
- In user mode, you can specify items relating to the machine monitor and machine shown below.

- Breaker/attachment setting
- Message display
- Screen adjustment
- Time adjustment
- Language setting
- Economy mode adjustment

Screen for machine with 1 attachment line



Screen for machine with 2 attachment lines (For PC290 K50105 and up.)



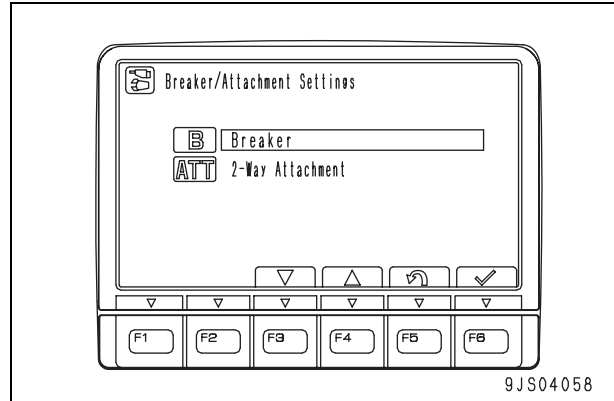
- F3 : Selects (highlights) an item one down.
- F4 : Selects (highlights) an item one up.
- F5 : Returns to the normal screen.
- F6 : Switches to the setting screen for the selected item.

No operation at least 30 sec. : Returns to the normal screen.

(In user mode, no switch operation at least 30 sec. returns to the previous screen.)

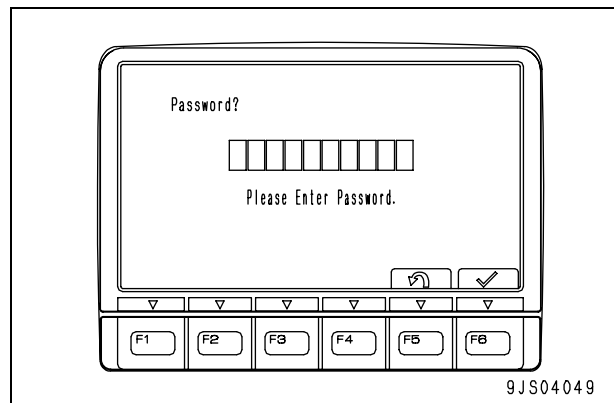
**Breaker/attachment 1 setting**

- For an attachment-equipped machine, this menu allows you to adjust a flow rate in B mode and ATT mode.
- For a machine with no attachment, this menu does not appear.



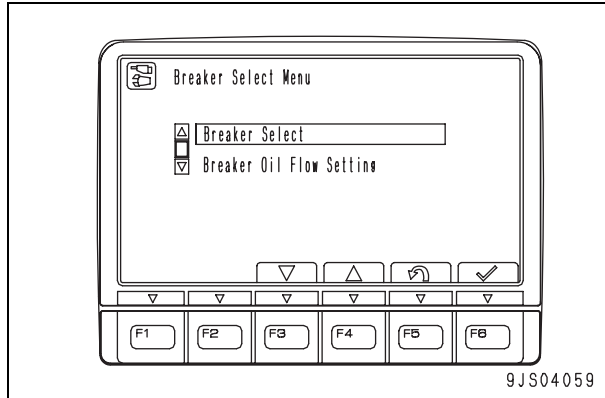
- F3 : Selects (highlights) an item one down.
- F4 : Selects (highlights) an item one up.
- F5 : Cancels changes you made before confirming them with F6 to return to the menu screen.
- F6 : Moves to the setup items of the selected (high-lighted) item.

- Selecting B switches to the breaker setting menu, and selecting ATT switches to the attachment setting menu.
- You can lock this menu with a password. Enabling the password lock locks the maintenance reset screen at the same time.



**Changing breaker mode setting**

- Selecting B on the breaker/attachment setting screen switches to the breaker setting screen. On this screen, select the breaker setting selection screen or breaker flow rate setting screen.



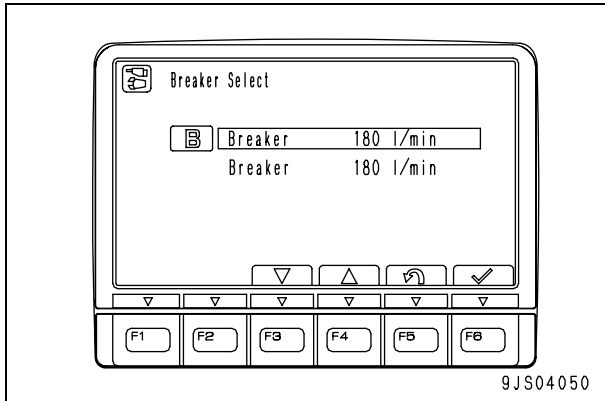
F3 : Selects (highlights) an item one down.

F4 : Selects (highlights) an item one up.

F5 : Returns to the breaker/attachment setting screen.

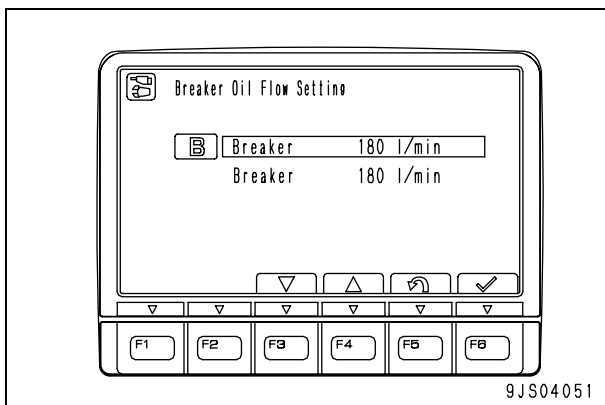
F6 : Switches to the setting screen for the selected (highlighted) item.

1. Breaker setting selection screen.
  - On this screen, you can allocate one of two set flow rates as a flow rate in breaker mode.
  - The B symbol is displayed before items specified to breaker mode.
  - ★ The defaults of both flow rates are 180 ℓ/min.



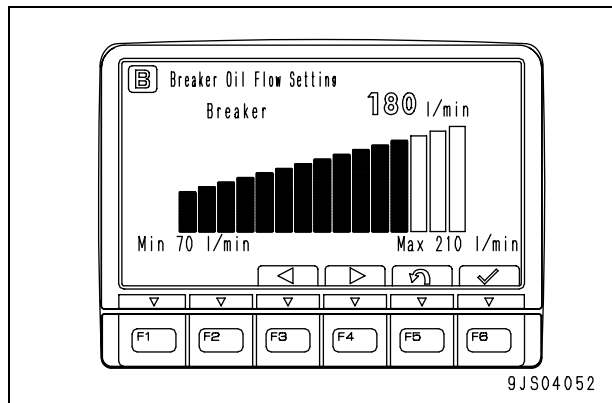
- F3 : Selects (highlights) an item one down.
- F4 : Selects (highlights) an item one up.
- F5 : Returns to the breaker setting menu screen.
- F6 : Specifies the selected (highlighted) item as a flow rate in breaker mode.

2. Breaker flow rate setting screen
  - On this screen, you can specify a flow rate.
  - The B symbol is displayed before items specified to breaker mode.



- F3 : Selects (highlights) an item one down.
- F4 : Selects (highlights) an item one up.
- F5 : Returns to the breaker setting menu screen.
- F6 : Switches to the flow rate level setting screen for the selected (highlighted) item.

- On the flow rate level setting screen, change the set flow rate.

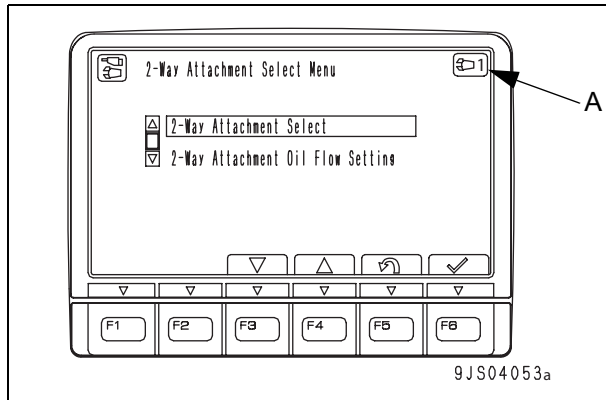


- F3 : Decreases the flow rate.
- F4 : Increases the flow rate.
- F5 : Returns to the flow rate setting screen without changing the flow rate.
- F6 : Returns to the flow rate setting screen after specifying the flow rate.

Flow level	Flow rate (ℓ/min)	Remarks
15	210	
14	200	
13	190	
12	180	Default
11	170	
10	160	
9	150	
8	140	
7	130	
6	120	
5	110	
4	100	
3	90	
2	80	
1	70	

**Changing attachment mode 1 setting**

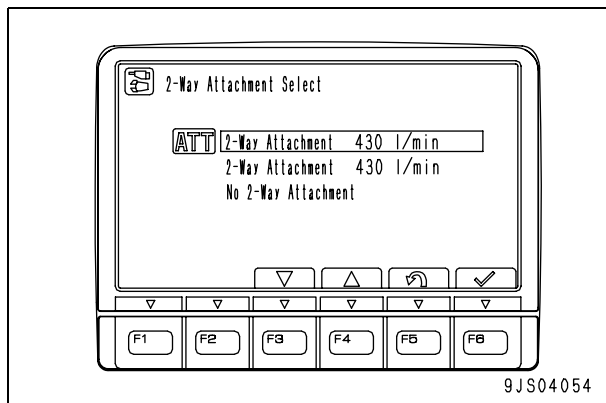
- Selecting ATT on the breaker/attachment setting screen switches to the 2-way attachment setting menu. On this screen, select the attachment setting screen or attachment flow rate setting screen.



(A) In case of machine with two attachment lines, this symbol is displayed to show 1 attachment setting mode.

- F3 : Selects (highlights) an item one down.
- F4 : Selects (highlights) an item one up.
- F5 : Returns to the breaker/attachment setting screen.
- F6 : Switches to the setting screen for the selected (highlighted) item.

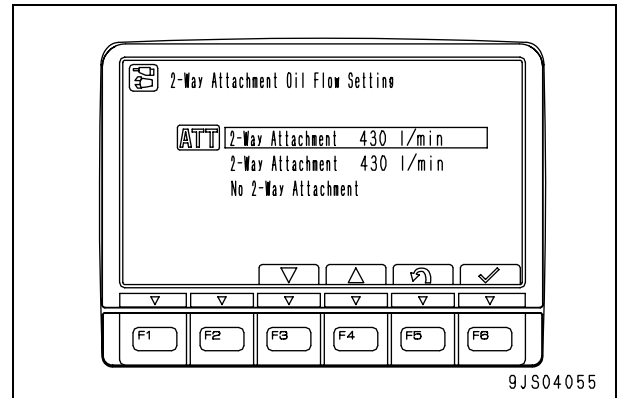
1. Attachment setting selection screen
  - On this screen, you can allocate one of two set flow rates as a flow rate in attachment mode.
  - The ATT symbol is displayed before items specified to attachment mode.
  - ★ The defaults of both flow rates are 430 ℓ/min.



- F3 : Selects (highlights) an item one down.
- F4 : Selects (highlights) an item one up.
- F5 : Returns to the attachment setting menu.
- F6 : Specifies the selected (highlighted) item as a flow rate in attachment mode.
  - Selecting "No attachment" disables selection of attachment mode on the working mode selection screen.

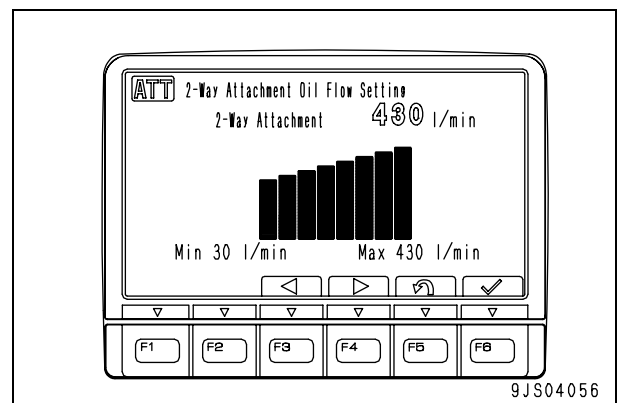
2. Attachment flow rate setting screen
  - On this screen, you can specify a flow rate.

The ATT symbol is displayed before items specified to attachment mode.



- F3:Selects (highlights) an item one down.
- F4:Selects (highlights) an item one up.
- F5:Returns to the breaker setting menu screen.
- F6:Switches to the flow rate level setting screen for the selected (highlighted) item.

On the flow rate level setting screen, change the set flow rate.



- F3:Decreases the flow rate.
- F4:Increases the flow rate.
- F5:Returns to the flow rate setting screen without changing the flow rate.
- F6:Returns to the flow rate setting screen after specifying the flow rate.

Flow level	Flow (ℓ/min)	Remarks
8	430	Default
7	350	
6	250	
5	170	
4	140	
3	115	
2	90	
1	30	

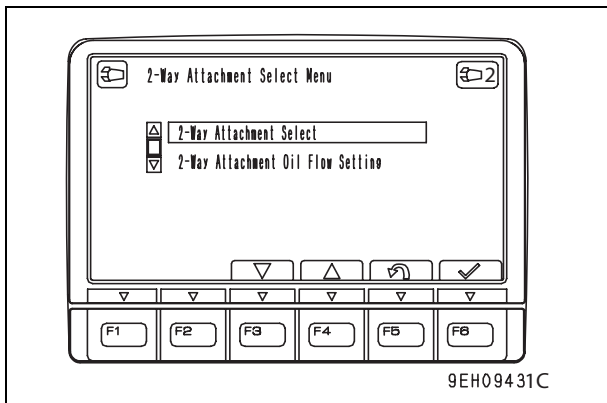
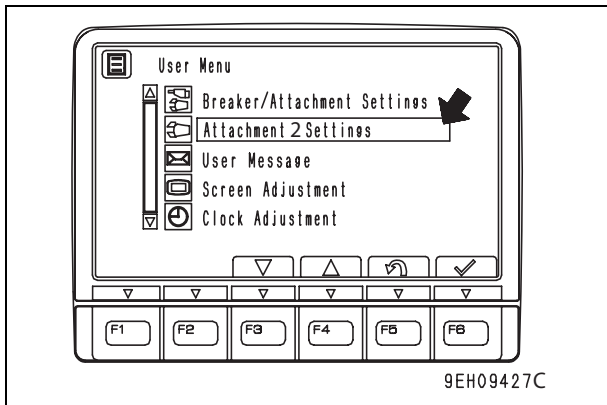
**Attachment 2 Setting (For PC290 K50105 and up)**

Note - If installing 2nd attachment line as a field kit ask the distributor to change monitor setting to allow 2 attachments (as shown below).

On machines equipped with two attachment lines it is possible on the attachment 2 settings menu to adjust the oil flow in ATT mode to match the attachment installed.

**Changing attachment mode 2 setting**

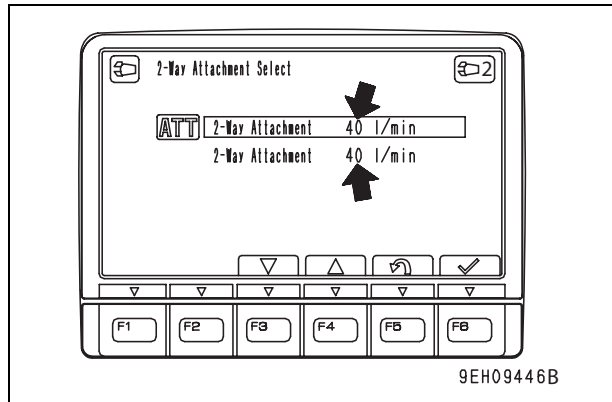
- Selecting ATT 2 settings on the user menu switches to the 2-way attachment select menu. On this screen, select the attachment 2 setting screen or attachment 2 flow rate setting screen.



- F3 : Selects (highlights) an item one down.
- F4 : Selects (highlights) an item one up.
- F5 : Returns to the breaker/attachment setting screen.
- F6 : Switches to the setting screen for the selected (highlighted) item.

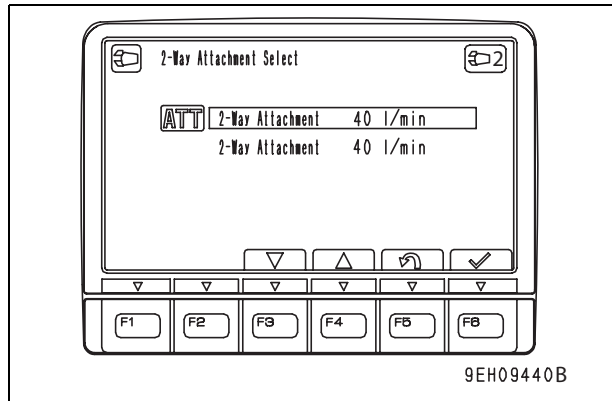
1. Attachment setting selection screen
  - On this screen, you can allocate one of two set flow rates as a flow rate in attachment mode.
  - The ATT symbol is displayed before items specified to attachment mode.

- ★ The defaults of both flow rates are 40 l/min.



- F3 : Selects (highlights) an item one down.
- F4 : Selects (highlights) an item one up.
- F5 : Returns to the attachment setting menu.
- F6 : Specifies the selected (highlighted) item as a flow rate in attachment mode.

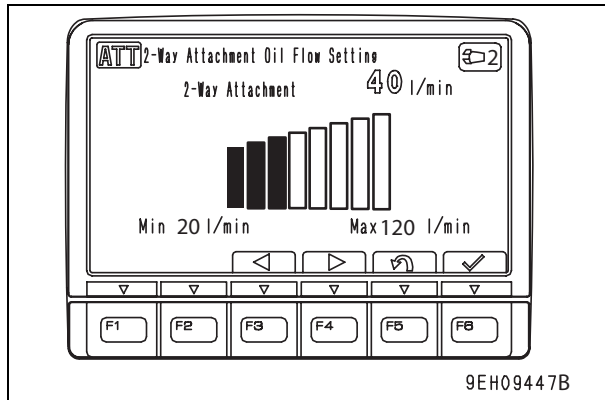
2. Attachment flow rate setting screen
  - On this screen, you can specify a flow rate.
  - The ATT symbol is displayed before items specified to attachment mode.



- F3 : Selects (highlights) an item one down.
- F4 : Selects (highlights) an item one up.
- F5 : Returns to the breaker setting menu screen.
- F6 : Switches to the flow rate level setting screen for the selected (highlighted) item.



- On the flow rate level setting screen, change the set flow rate.



F3 : Decreases the flow rate.

F4 : Increases the flow rate.

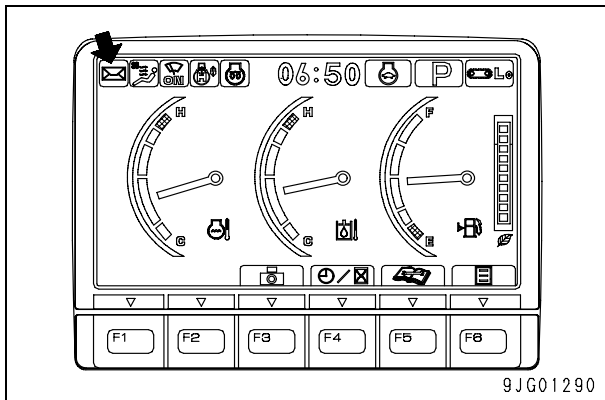
F5 : Returns to the flow rate setting screen without changing the flow rate.

F6 : Returns to the flow rate setting screen after specifying the flow rate.

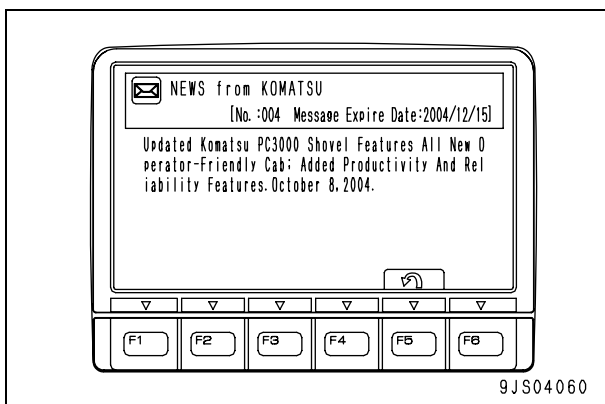
Flow level	Flow (ℓ/min)	Remarks
8	120	
7	100	
6	80	
5	60	
4	50	
3	40	Default
2	30	
1	20	

### Message display

- For a KOMTRAX-equipped machine, you can view notification from the sales representative. When there is a message, the message monitor appears on the upper left of the normal screen.
- The lighting green monitor indicates that there are messages to be read.
- The lighting blue monitor appears when you have not sent replies yet after opening messages which accept replies.

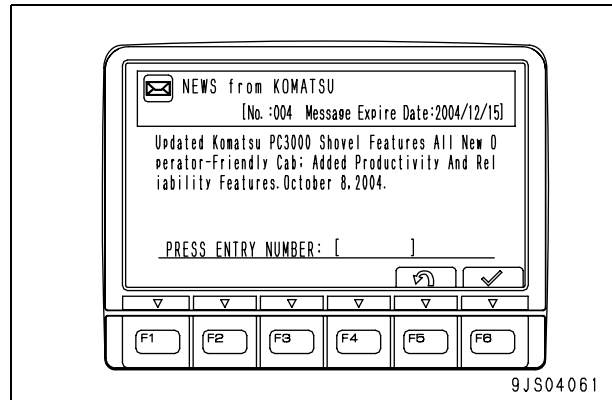


- Press F6 to enter user mode and select “Message display” and you can view (open) the messages.



F6 : Returns to the user mode screen.

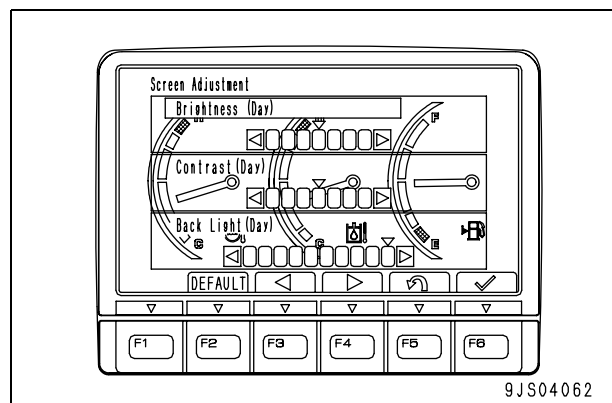
- Under messages that accept replies, “Value to be entered with 10-key: [ ]” appears.If it appears, enter the selected item number provided in the message using the switches of the machine monitor, and press F6.
- “Do you want to transmit the entered value?” appears under the message. Press F6 and the entered value will be sent.



- Messages will be deleted when their validity expire or a new message is received.
- When no message has not been received, “No message” appears at the blue part of the top of the screen.
- Separately from the message display for users above, the service menu is provided with message display for service.

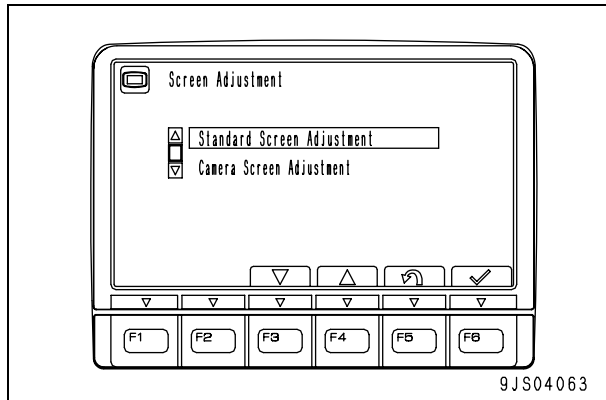
### Screen adjustment

- Selecting the Screen adjustment from the user menu and pressing F6 switches to the screen adjustment screen.
- From this menu, you can adjust the brightness, contrast, and luminance of the machine monitor screen.
- When the light switch is in Night mode ON, the night mode screen is adjustable.
- When the light switch is in Daytime mode ON or OFF, the daytime mode screen is adjustable.



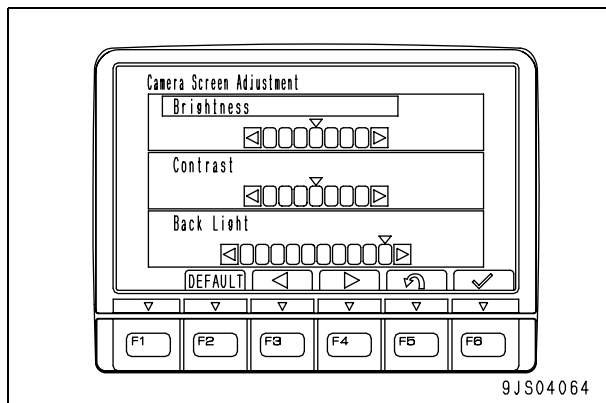
- F2 : Returns all adjusted values to the defaults.
- F3 : Decreases the value indicated by the indicator one graduation left.
- F4 : Increases the value indicated by the indicator one graduation right.
- F5 : Cancels changes you made before confirming them with F6 to return to the menu screen.
- F6 : Confirms the changes and moves to the next item.

- For a camera-equipped machine, the brightness, contrast, and illuminance of the camera screen are also adjustable.
- For a camera-equipped machine, selecting Screen adjustment from the user menu switches to the screen for selecting a screen you want to adjust.



- F3 : Selects (highlights) an item one down.
- F4 : Selects (highlights) an item one up.
- F5 : Cancels changes you made before confirming them with F6 to return to the menu screen.
- F6 : Moves to the setup items of the selected (high-lighted) item.

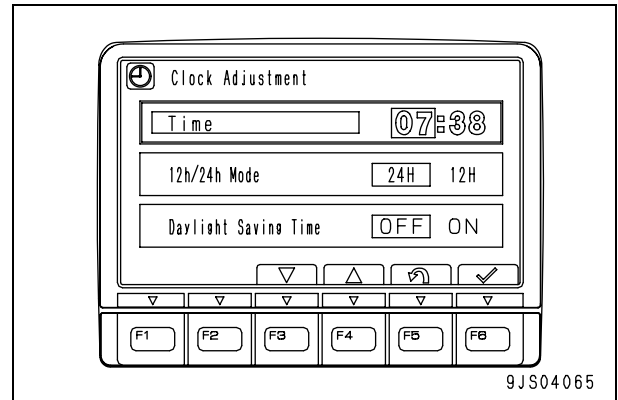
- The adjustment methods for the camera screen and normal screen are the same.
- The background when adjusting the camera screen is the No. 1 camera image.



- F3 : Selects (highlights) an item one down.
- F4 : Selects (highlights) an item one up.
- F5 : Cancels changes you made before confirming them with F6 to return to the menu screen.
- F6 : Moves to the setup items of the selected (high-lighted) item.

### Clock adjustment

- Selecting the Clock adjustment from the user menu and pressing F6 switches to the clock adjustment screen.
- On this screen, you can change the setting of the time displayed on the normal screen.



- 1) Time setting  
Set the clock time. If the time setting item is not highlighted, press F6 to highlight it.

The time display part is highlighted.

- F3 : Advances the clock one hour.
- F4 : Sets the clock back one hour.
- F5 : Cancels changes you made before confirming them with F6 to return to the user menu.
- F6 : Confirms the changes and moves to minute setting.

The minute display part is highlighted.

- F3 : Advances the clock one min.
- F4 : Set the clock back one min.
- F5 : Cancels changes you made before confirming them with F6 to return to the use menu.
- F6 : Confirms the changes and moves to the 12/24 display mode.

- 2) 12/24 display mode  
Specify time display to 12-hour display (AM/PM) or 24-hour display. If the item of 12/24 display mode is not highlighted, press F6 to highlight it.

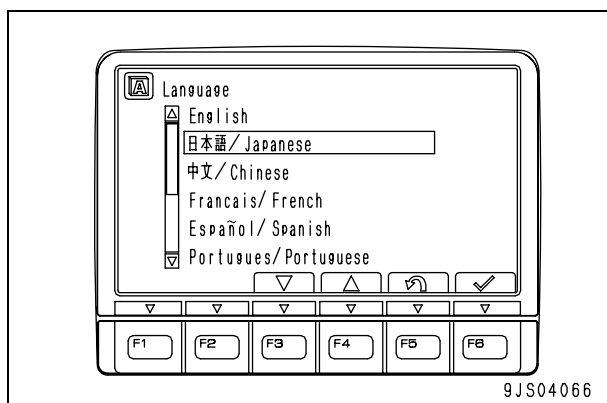
- F3 : Moves to the item one right.
- F4 : Moves to the item one left.
- F5 : Cancels the changes to return to the user menu.
- F6 : Confirms the changes and moves to summer time.

- 3) Summer time  
 Selecting ON for this sets the time forward one hour. Setting OFF returns to the ordinary time.  
 F3 : Moves to the item one right.  
 F4 : Moves to the item one left.  
 F5 : Cancels changes you made before confirming them with F6 to return to the user menu screen.  
 F6 : Confirms the changes and moves to the time setting.

★ Summer time (daylight saving time) is a system to lead a life according to the one-hour advanced time in order to make efficient use of daylight time.

**Language setting**

- Selecting the Language from the user menu screen and pressing F6 switches to the language setting screen.
- From this menu, you can change the language to be displayed on the monitor. Available languages are as follows.  
 English, Japanese, Chinese, French, Spanish, Portuguese, Italian, German, Russian, and Turkish



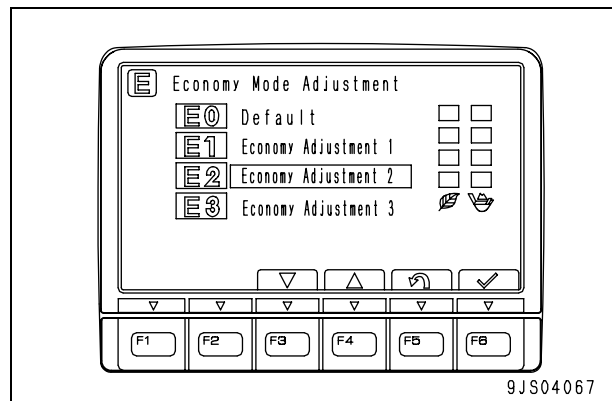
- F3 : Selects (highlights) an item one down.  
 F4 : Selects (highlights) an item one up.  
 F5 : Cancels the changes to return to the user menu.  
 F6 : Cancels the changes to return to the user menu.

Note - Proportional control PPC levers and flow setting function for 2nd attachment line (ATT 2) have been added, however translations for attachment 2 setting are not available for the following languages (English language only is shown):

- Chinese
- Indonesian
- Russian
- Thai
- Turkish

**Economy mode adjustment**

- Selecting the Economy mode adjustment from the user menu and pressing F6 switches to the Economy mode setting screen.
- From this menu, you can adjust engine output to improve fuel consumption in E mode.
- The fuel consumption level is specified to one of four levels from E0 to E3. The larger the value, the better the fuel consumption, but the smaller the work rate.

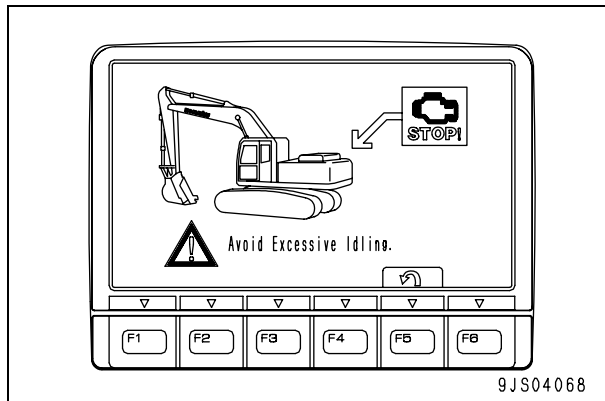


- F3 : Selects (highlights) an item one down.  
 F4 : Selects (highlights) an item one up.  
 F5 : Cancels the changes to return to the user menu.  
 F6 : Cancels the changes to return to the user menu.

### Idle stop guidance function

This function displays guidance to control unnecessary fuel consumption. It is displayed only when all the following conditions are met.

- Energy saving guidance display of the service menu is specified to ON.
- No operation is made at least 5 min. and the engine is running at idle.
- No error or caution (excluding low hydraulic oil temperature) is occurring.



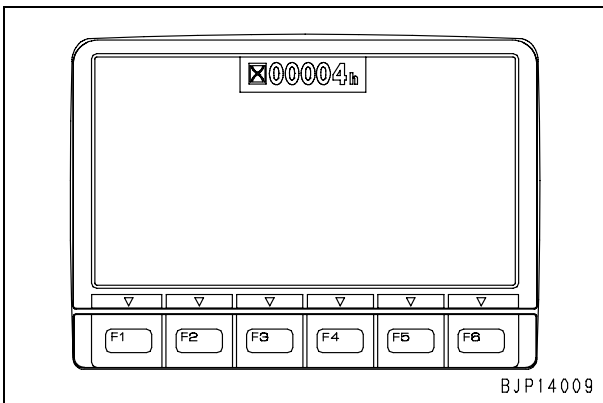
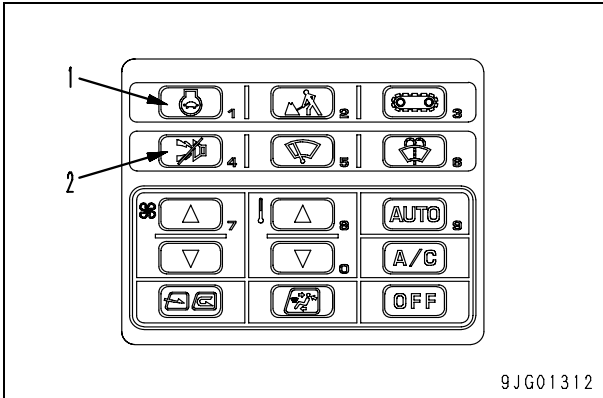
This screen switches to the normal screen if one of the following conditions occurs.

- When the lever is operated
- When F5 is pressed
- When an error or caution occurs

When you switch to the normal screen by pressing F5, this screen does not appear even if the engine continues to run at idle. If the engine continues to run at least five min. after operating the lever, this screen appears again.

**Service meter check function**

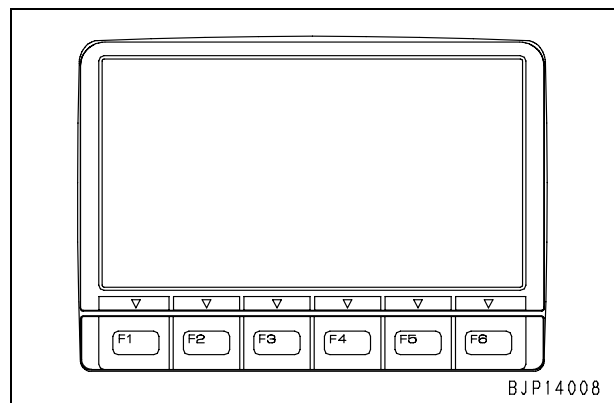
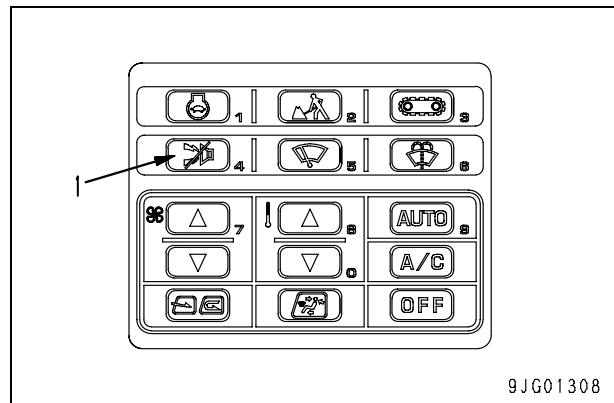
- If you continuously pressing auto-deceleration switch (1) and buzzer cancel switch (2) at the same time when setting the starting switch to the OFF position, the service meter will appear on the screen in 3 to 5 sec.



- When these switches are released, the LCD goes out.
- ★ Continuous operation of the machine monitor may display blue bright spots on this screen; it is quite normal.

**Display LCD check function**

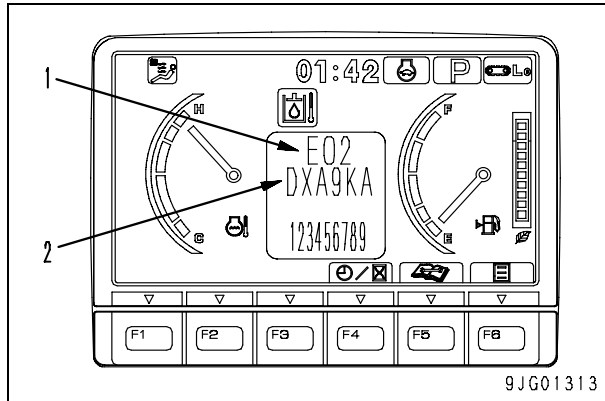
- Continuously pressing the buzzer cancel switch (1) and F2 at the same time on the password input screen or normal screen causes the entire LCD to light in white. Release F2 and buzzer cancel switch in order. If any part of the display is black, the LCD is broken.



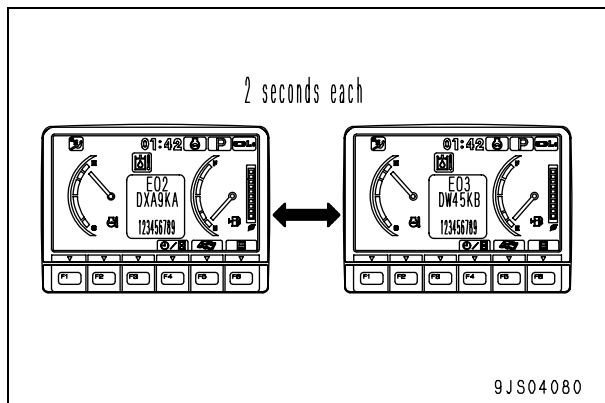
- Pressing any function switch returns to the previous screen.

### User code/failure code display function

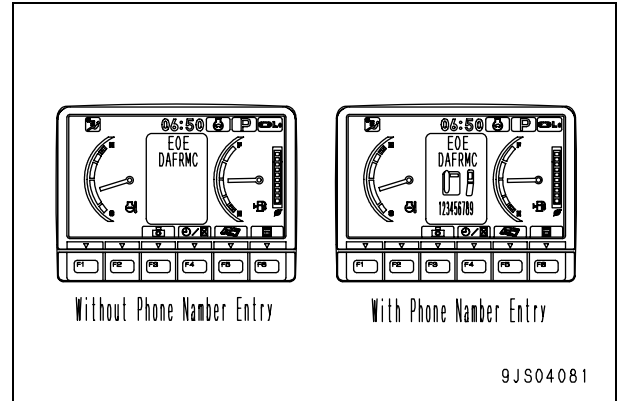
- If there is any problem in machine operation, the user code and failure code are displayed on the monitor to advise the operator of the steps to take.
- These codes appear on the normal screen.
- On the normal screen, user code (1) and failure code (2) are displayed on the portion for the hydraulic oil temperature gauge.



- If multiple user codes or failure codes are issued, they are displayed alternately every 2 sec. The drawing below shows the case two types of user codes and failure codes are displayed.



- If the telephone number has been set in the service menu, the screen shows the telephone symbol and telephone number simultaneously with the user code/failure code. (For information on how to input and set the telephone number, see “Special functions of monitor panel” in the Testing and adjusting section.)

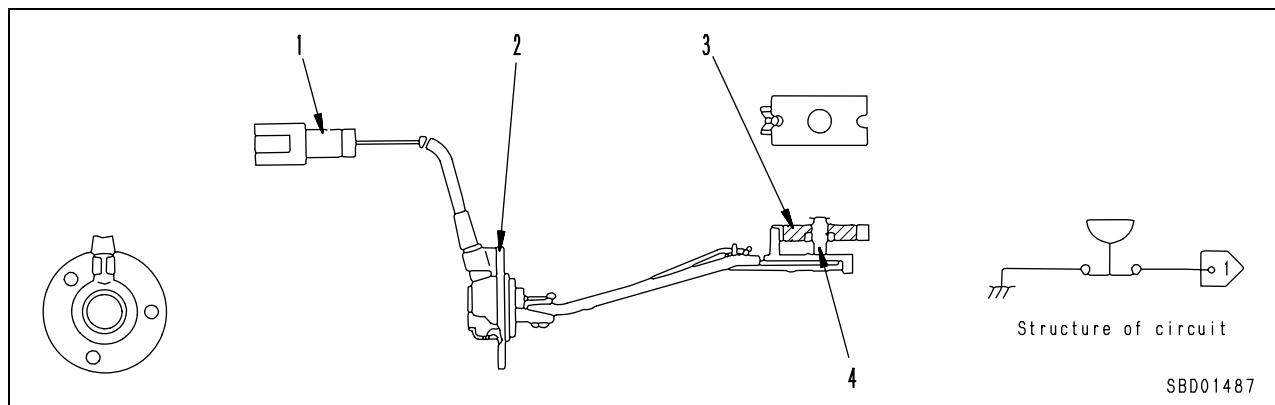


### Sensor

- The signals from the sensors are input to the monitor panel directly.
- Either side of a sensor of contact type is always connected to the chassis ground.

Sensor name	Type of sensor	When normal	When abnormal
Hydraulic oil level	Contact	ON (Closed)	OFF (Open)
Fuel level	Resistance	—	—
Air cleaner clogging	Contact	OFF (Closed)	ON (Open)
Coolant level	Contact	ON (Closed)	OFF (Open)

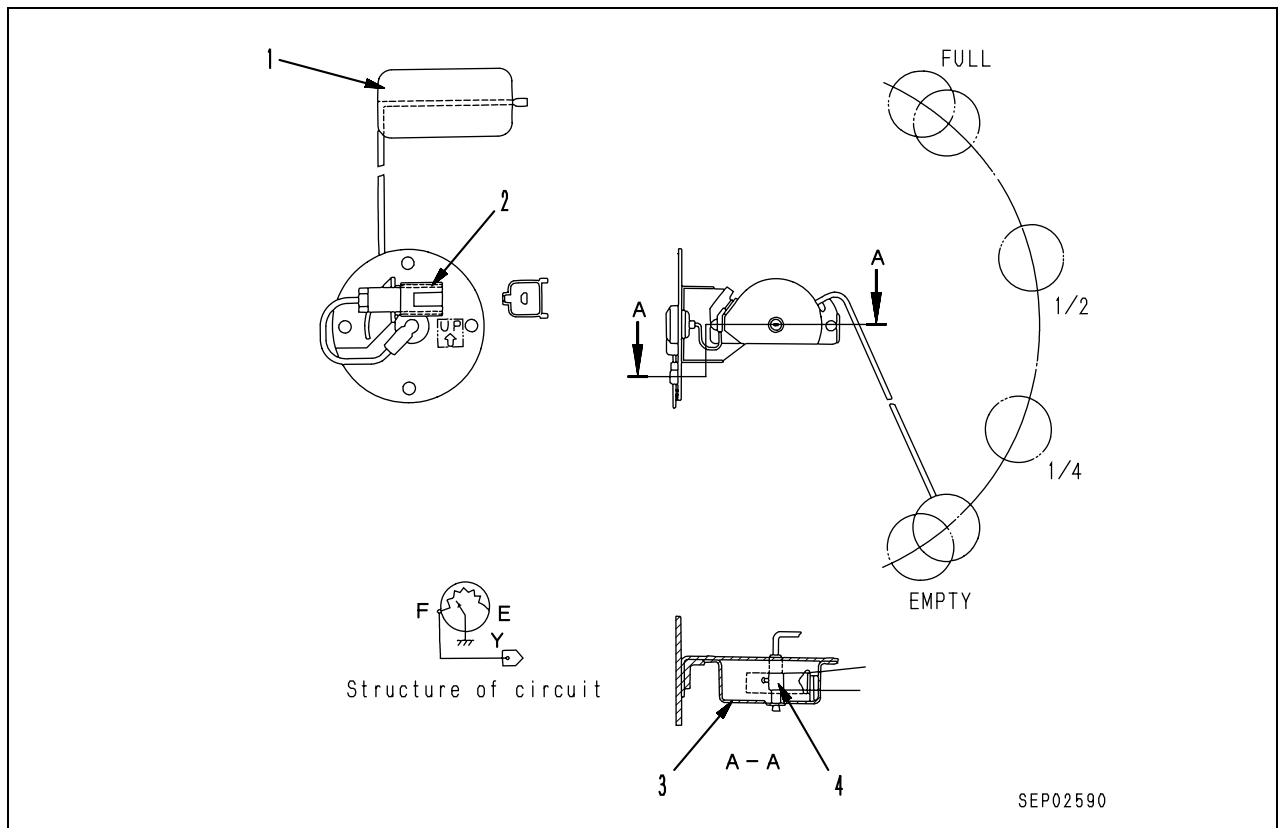
### Hydraulic oil level sensor



1. Connector
2. Bracket
3. Float
4. Switch

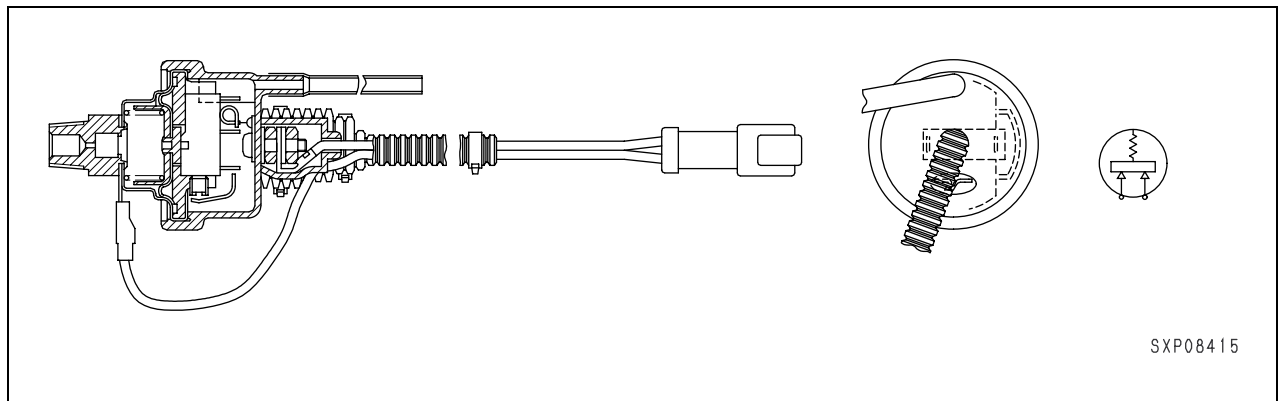


**Fuel level sensor**

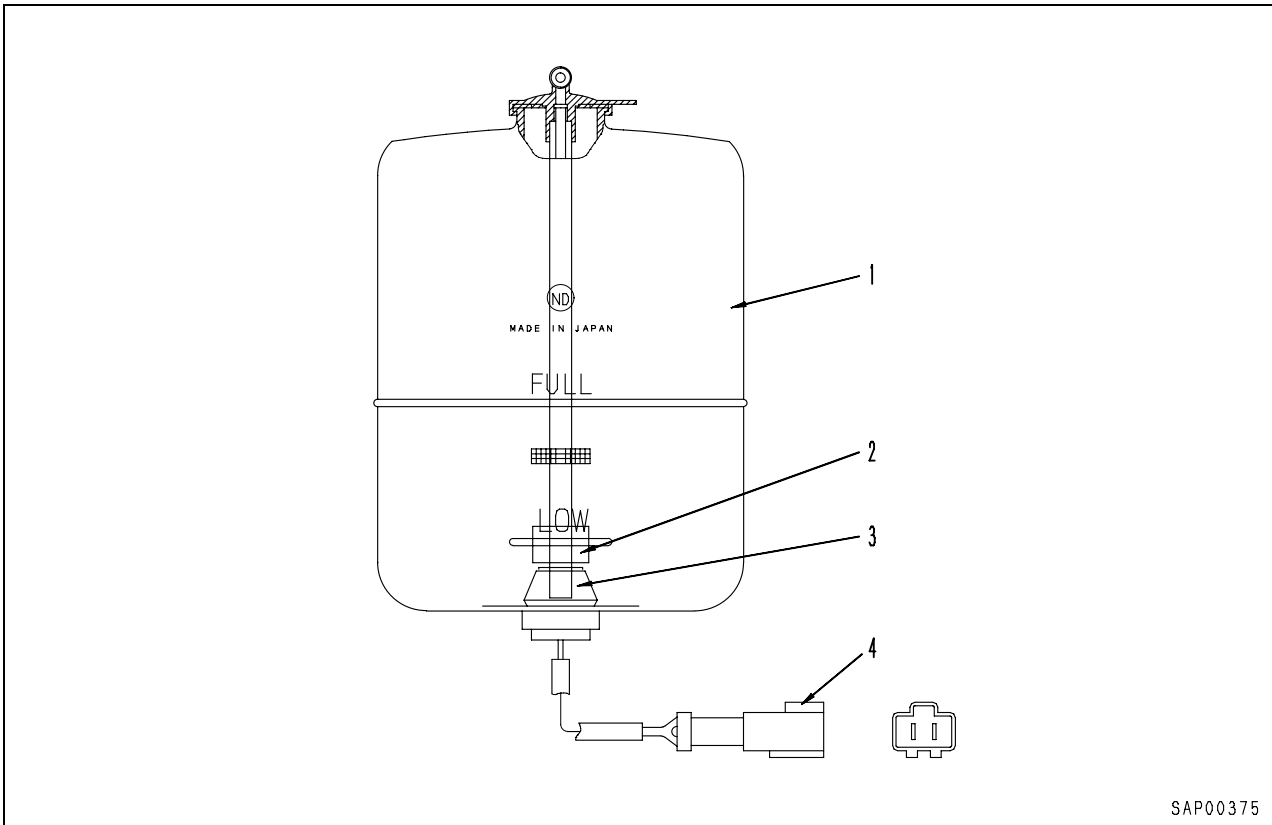


- 1. Float
- 2. Connector
- 3. Cover
- 4. Variable resistor

**Air cleaner clogging sensor**



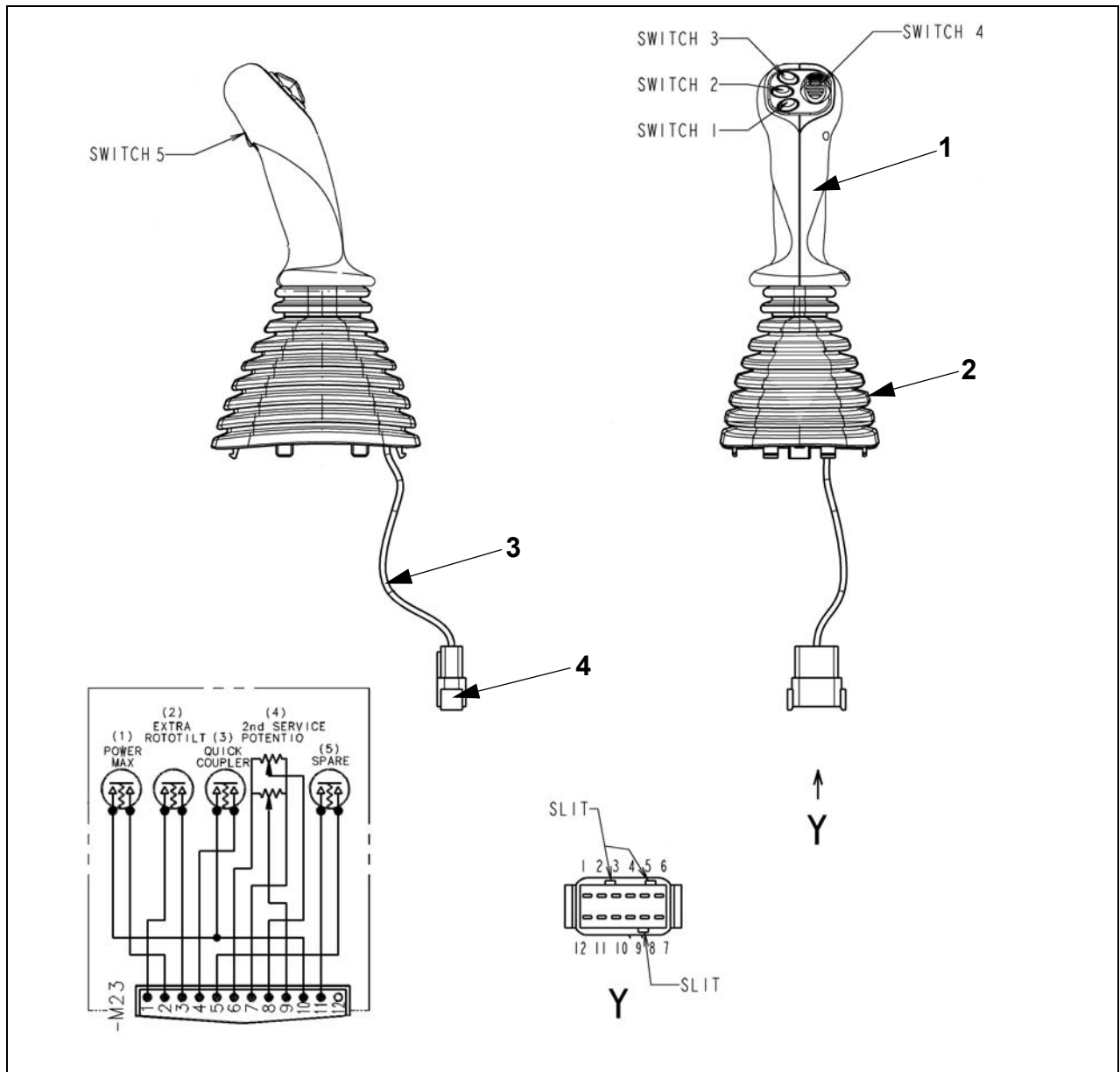
Coolant level sensor



- 1. Reserve tank
- 2. Float
- 3. Sensor
- 4. Connector

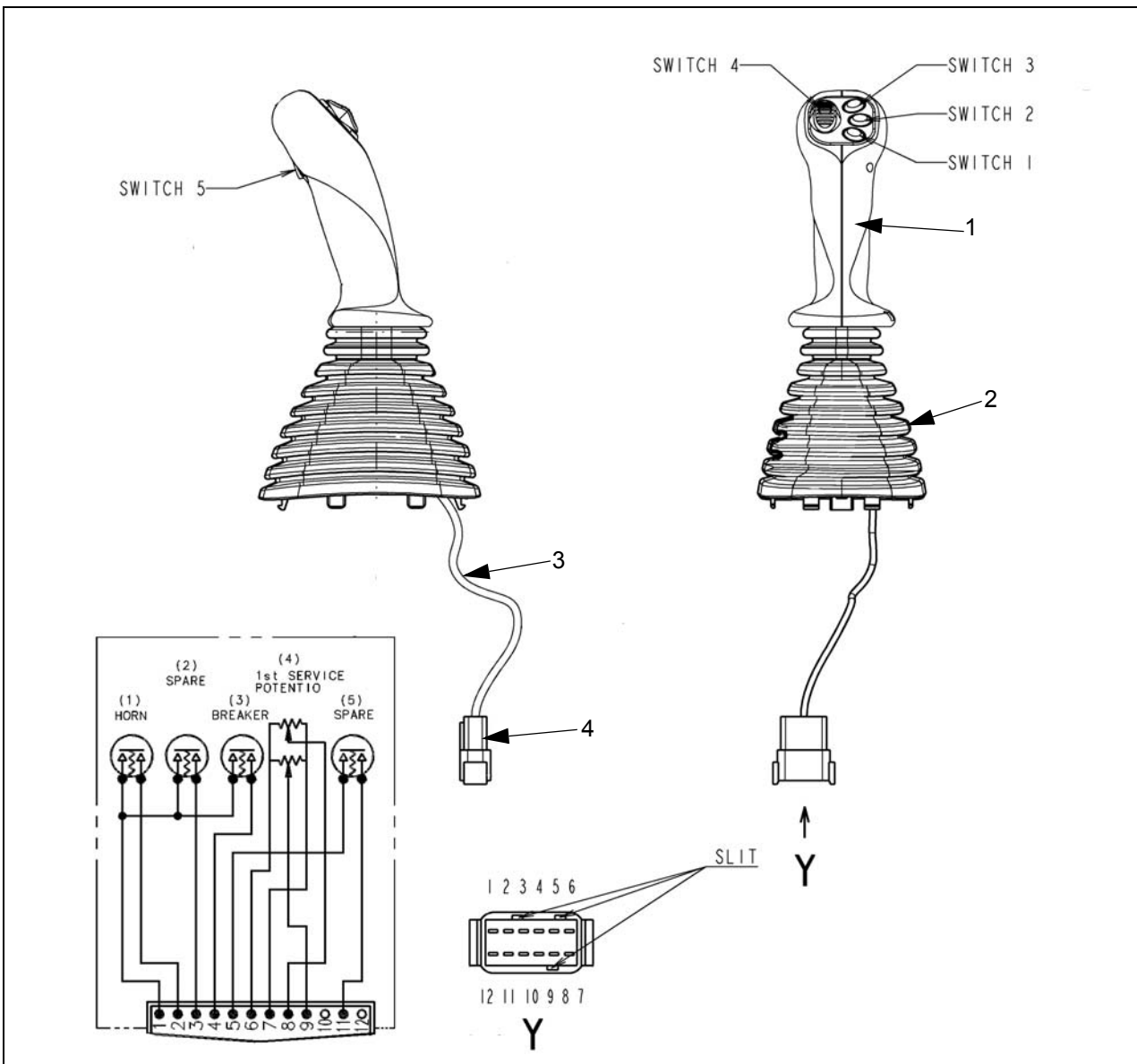
## PPC Levers

### LH PPC Lever



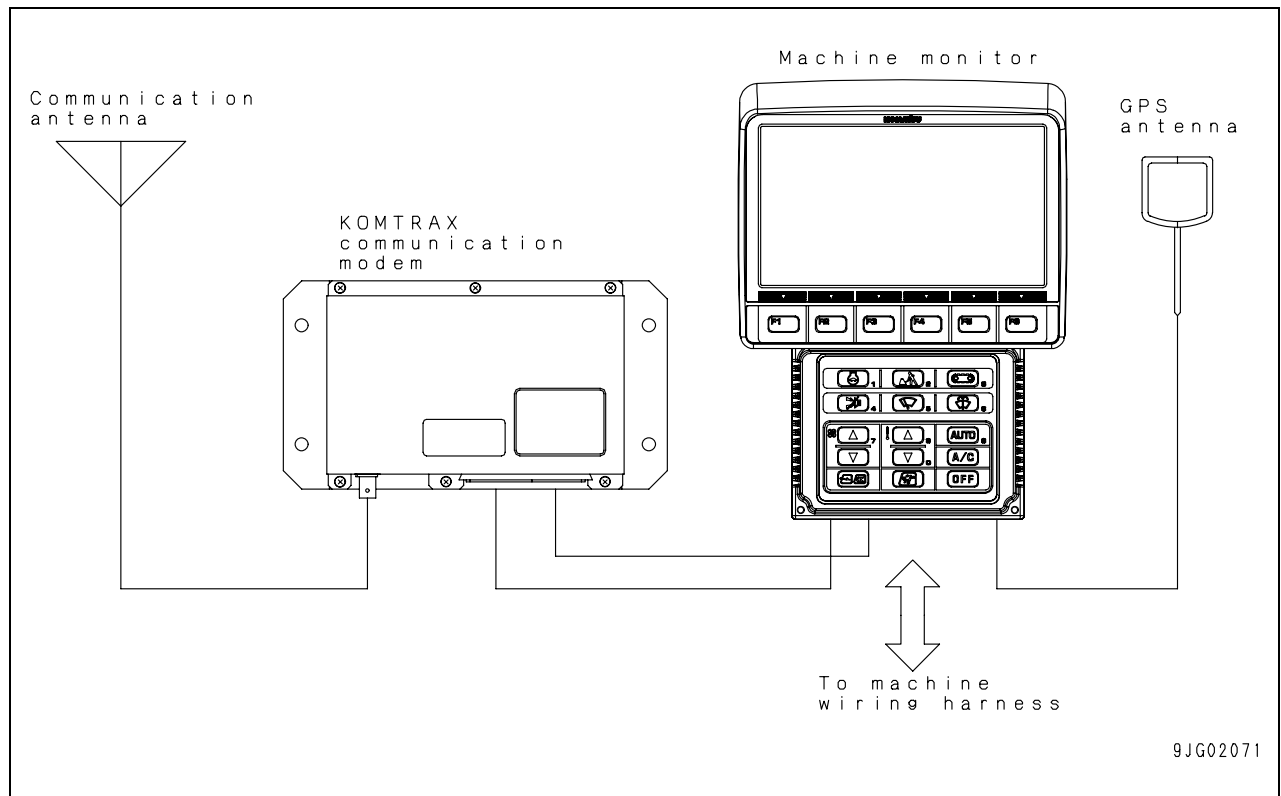
1. Lever
2. Gaiter
3. Harness
4. Connector

RH PPC Lever



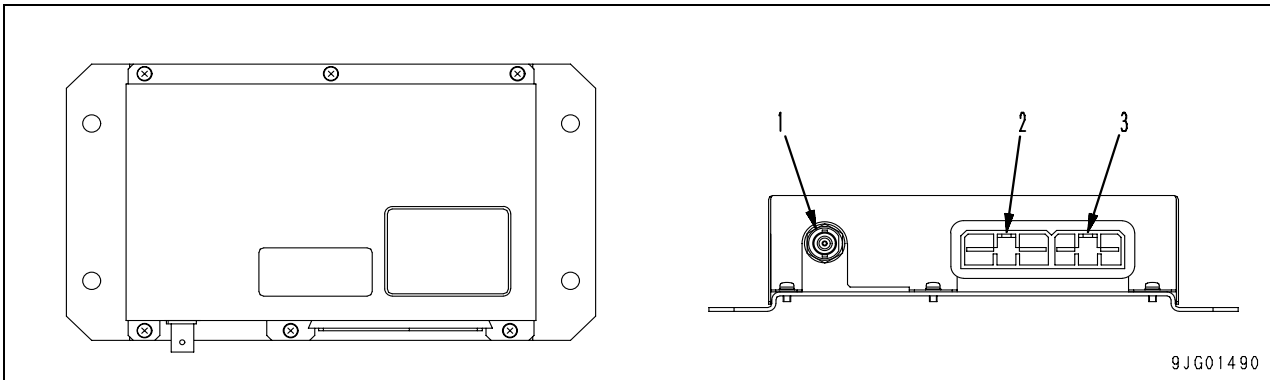
- 1. Lever
- 2. Gaiter
- 3. Harness
- 4. Connector

## KOMTRAX terminal system



- The KOMTRAX terminal system consists of a KOMTRAX communication modem, communication antenna, machine monitor, and GPS antenna.
- This system transmits various kinds of machine information wirelessly. Persons to operate the KOMTRAX can refer to the information at office to provide various kinds of services for customers.
- Information transmittable from the KOMTRAX terminal system includes the following.
  1. Operation map
  2. Service meter
  3. Position information
  4. Error history and others.
- ★ To provide the services, you need to make an arrangement for starting the KOMTRAX service separately.

**KOMTRAX communication modem  
TH300**



1. Communication antenna connection
2. Connector A (14 poles)
3. Connector B (10 poles)

**Outline**

- The KOMTRAX communication modem is a wireless communication device to transmit various kinds of machine information or GPS position information the monitor obtains from network signals or input signals in the machine. The communication modem can transmit information via the communication antenna.
- The modem is provided with a LED lamp as a display unit. The LED is used for maintenance.

**Input and output signals**

Connector A

Pin No.	Signal name	Input/output
A-1	Electric power supply	Input
A-2	NC(*1)	—
A-3	NC(*1)	—
A-4	Electric power supply switching	Output
A-5	NC(*1)	—
A-6	NC(*1)	—
A-7	GND	Input
A-8	GND	Input
A-9	Modem power control 1 (*2)	Input
A-10	Modem power control 2 (*2)	Input
A-11	Modem serial control (*2)	Input
A-12	Electric field intensity 1 (*2)	Output
A-13	Electric field intensity 2 (*2)	Output
A-14	NC(*1)	—

\*1: Never connect to NC or malfunctions or failures will occur.

\*2: Signal used by TH200

Connector B

Pin No.	Signal name	Input/output
B-1	Serial signal DCD	Output
B-2	Serial signal RXD	Output
B-3	Serial signal TXD	Input
B-4	Serial signal DTR	Input
B-5	Serial signal SGND	Input
B-6	Serial signal DSR	Output
B-7	Serial signal RTS (*2)	Input
B-8	Serial signal CTS (*2)	Output
B-9	Serial signal RI (*2)	Output
B-10	NC(*1)	—

\*1: Never connect to NC or malfunctions or failures will occur.

\*2: Signal used by TH200



PC290LC, 290NLC-8 Hydraulic excavator

Form No. UEN00013-01

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# HYDRAULIC EXCAVATOR

## PC290LC-8 PC290NLC-8

Machine model	Serial number
PC290LC-8	K50001 and up
PC290NLC-8	K50001 and up

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## 20 Standard value table

### Standard service value table

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Standard service value table .....	2
Standard value table for engine related parts .....	2
Standard value table for chassis related parts .....	3

## Standard service value table

### Standard value table for engine related parts

Applicable model				PC290-8		
Engine				SAA6D107E-1		
Category	Item	Measurement condition	Unit	Standard value for new machine	Judgement criteria	
Engine	Engine speed	• Coolant temperature: operating range	High idle	rpm	2,180 ± 100	2,180 ± 100
			Low idle	rpm	1,050 ± 50	1,050 ± 50
			Rated speed	rpm	2,050	2,050
	Intake pressure (boost pressure)	• Coolant temperature: operating range • Arm IN relief + Power Max.		kPa {mmHg}	Min. 133 {Min. 1,000}	103 {775}
	Exhaust gas color	• Coolant temperature: operating range	At sudden acceleration	%	Max. 25	35
			At high idle	%		
	Valve clearance	• Normal temperature	Intake valve	mm	0.25	0.152 – 0.381
			Exhaust valve	mm	0.51	0.381 – 0.762
	Compression pressure	• Oil temperature: 40 – 60°C	Compression pressure	MPa {kg/cm <sup>2</sup> }	Min. 2.41 {Min. 24.6}	1.69 {17.2}
			Engine speed	rpm	250 – 280	250 – 280
	Blow-by pressure	• Coolant temperature: operating range • Arm IN relief + power max.		kPa {mmH <sub>2</sub> O}	Max. 0.98 {Max. 100}	1.96 {200}
	Oil pressure	• SAE0W30E0S, SAE5W40E0S, SAE10W30DH, SAE15W40DH, SAE30DH engine oil • Coolant temperature: operating range	High idle	kPa {kg/cm <sup>2</sup> }	Min. 0.29 {Min. 3.0}	0.25 {2.5}
			Low idle	kPa {kg/cm <sup>2</sup> }	Min. 0.10 {Min. 1.0}	0.07 {0.7}
Oil temperature	• Whole speed range (inside oil pan)		°C	80 – 110	120	
Fan belt tension	• Between fan pulley and alternator pulley • Deflection when pressed with finger force of approx. 98 N{10 kg}		mm	8	6 – 10	
Air conditioner compressor belt tension	• Between fan pulley and compressor pulley • Deflection when pressed with finger force of approx. 98 N{10 kg}		mm	5 – 8	5 – 8	

## Standard value table for chassis related parts

Applicable model				PC290-8		
Category	Item	Measurement condition	Unit	Standard value for new machine	Judgement criteria	
Engine speed	2 pumps at relief	<ul style="list-style-type: none"> <li>Engine coolant temperature: Within operating range</li> <li>Hydraulic oil temperature: Within operating range</li> <li>Engine at high idle</li> <li>Power mode (P)</li> <li>Arm IN relief condition</li> </ul>	rpm	1,950 ± 100	1,950 ± 100	
	At 2-pump relief + power max.	<ul style="list-style-type: none"> <li>Engine coolant temperature: Within operating range</li> <li>Hydraulic oil temperature: Within operating range</li> <li>Engine at high idle</li> <li>Working mode: P mode</li> <li>Arm IN relief + Left knob switch ON</li> </ul>	rpm	2,050 ± 100	2,050 ± 100	
	Speed when auto-deceleration is operated	<ul style="list-style-type: none"> <li>Engine at high idle</li> <li>Auto-deceleration switch in ON condition</li> <li>All control levers in NEUTRAL condition</li> </ul>	rpm	1,400 ± 100	1,400 ± 100	
Spool stroke	Boom control valve	<ul style="list-style-type: none"> <li>Engine stopped</li> <li>For measuring point, see <b>Control valve</b>.</li> </ul>	Raise	mm	11.5 ± 0.5	11.5 ± 0.5
			Lower	mm	9.5 ± 0.5	9.5 ± 0.5
	Arm control valve		IN	mm	11.5 ± 0.5	11.5 ± 0.5
			OUT	mm	9.5 ± 0.5	9.5 ± 0.5
	Bucket control valve		CURL, DUMP	mm	9.5 ± 0.5	9.5 ± 0.5
	Swing control valve		LH, RH travel	mm	9.5 ± 0.5	9.5 ± 0.5
	Travel control valve		Forward, Reverse	mm	9.5 ± 0.5	9.5 ± 0.5
Travel of control levers	Boom control lever	<ul style="list-style-type: none"> <li>Engine stopped</li> <li>Control lever grip at center</li> <li>Max. reading up to stroke end (except lever play in NEUTRAL position)</li> </ul>		mm	85 ± 10	85 ± 10
	Arm control lever			mm	85 ± 10	85 ± 10
	Bucket control lever			mm	85 ± 10	85 ± 10
	Swing control lever			mm	85 ± 10	85 ± 10
	Travel control lever			mm	115 ± 12	115 ± 12
	Play of control lever		Work equipment	mm	Max. 15	Max. 20
		Travel	mm	Max. 20	Max. 25	

Applicable model				PC290-8		
Category	Item	Measurement condition		Unit	Standard value for new machine	Judgement criteria
Operating force of control levers and pedal	Boom control lever	<ul style="list-style-type: none"> <li>Hydraulic oil temperature: Within operating range</li> <li>Engine at high idle</li> <li>Control lever grip at center</li> <li>Pedal at tip</li> <li>Max. reading up to stroke end</li> </ul>		N	15.7 ± 3.9	Max. 24.5
	Arm control lever			{kg}	{1.6 ± 0.4}	{Max. 2.5}
	Bucket control lever			N	15.7 ± 3.9	Max. 24.5
	Swing control lever			{kg}	{1.6 ± 0.4}	{Max. 2.5}
	Travel control lever			N	12.7 ± 2.9	Max. 21.6
	Travel control pedal			{kg}	{1.3 ± 0.3}	{Max. 2.2}
Hydraulic pressure	Unload pressure	<ul style="list-style-type: none"> <li>Hydraulic oil temperature: Within operating range</li> <li>Engine at high idle</li> <li>Working mode: P mode</li> <li>Hydraulic pump output pressure with all control levers in NEUTRAL position</li> </ul>		MPa {kg/cm <sup>2</sup> }	3.5 ± 1.0 {36 ± 10}	3.5 ± 1.0 {36 ± 10}
	Boom relief	<ul style="list-style-type: none"> <li>Hydraulic oil temperature: Within operating range</li> <li>Engine at high idle</li> <li>Working mode: P mode</li> <li>Hydraulic pump output pressure with all measurement circuits relieved</li> </ul>	Normal relief	MPa {kg/cm <sup>2</sup> }	34.8 ± 1.0 {355 ± 10}	33.3 – 36.8 {340 – 375}
			Power max.	MPa {kg/cm <sup>2</sup> }	37.3 ± 1.0 {380 ± 10}	36.3 – 39.2 {370 – 400}
	Arm relief		Normal relief	MPa {kg/cm <sup>2</sup> }	34.8 ± 1.0 {355 ± 10}	33.3 – 36.8 {340 – 375}
			Power max.	MPa {kg/cm <sup>2</sup> }	37.3 ± 1.0 {380 ± 10}	36.3 – 39.2 {370 – 400}
	Bucket relief		Normal relief	MPa {kg/cm <sup>2</sup> }	34.8 ± 1.0 {355 ± 10}	33.3 – 36.8 {340 – 375}
			Power max.	MPa {kg/cm <sup>2</sup> }	37.3 ± 1.0 {380 ± 10}	36.3 – 39.2 {370 – 400}
	Swing relief	<ul style="list-style-type: none"> <li>Hydraulic oil temperature: Within operating range</li> <li>Engine at high idle</li> <li>Working mode: P mode</li> </ul>		MPa {kg/cm <sup>2</sup> }	30.3 ± 1.5 {310 ± 15}	28.4 – 32.3 {290 – 330}
	Travel relief	<ul style="list-style-type: none"> <li>Hydraulic pump output pressure with all measurement circuits relieved</li> </ul>		MPa {kg/cm <sup>2</sup> }	38.7(+1.0/-2.0) {395(+10/-20)}	36.8 – 40.2 {375 – 410}
	Control circuit source pressure	<ul style="list-style-type: none"> <li>Hydraulic oil temperature: Within operating range</li> <li>Engine running at high idle</li> <li>Self pressure reducing valve output pressure with all control levers in NEUTRAL position</li> </ul>		MPa {kg/cm <sup>2</sup> }	3.23(+0.2/-0.3) {33(+2/-3)}	2.75 – 3.43 {28 – 35}
	LS differential pressure	<ul style="list-style-type: none"> <li>Hydraulic oil temperature: Within operating range</li> <li>Engine at high idle</li> <li>Working mode: P mode</li> <li>Traveling speed: Hi</li> <li>Run either track with no load</li> <li>Hydraulic oil pump pressure – LS pressure</li> </ul>	When all control levers in NEUTRAL position	MPa {kg/cm <sup>2</sup> }	3.5 ± 1.0 {36 ± 10}	3.5 ± 1.0 {36 ± 10}
			When traveling at half stroke	MPa {kg/cm <sup>2</sup> }	1.8 ± 0.1 {18 ± 1}	1.8 ± 0.1 {18 ± 1}

Applicable model				PC290-8		
Category	Item	Measurement condition	Unit	Standard value for new machine	Judgement criteria	
Swing	Swing brake angle	<ul style="list-style-type: none"> <li>Hydraulic oil temperature: Within operating range</li> <li>Engine running at high idle</li> <li>Working mode: P mode</li> <li>Swing circle misalignment amount when stopping after one turn</li> <li>For measuring posture, see <b>Swing 1</b></li> </ul>	deg. (mm)	Max. 165 (—)	Max. 200 (—)	
	Time taken to start swing	<ul style="list-style-type: none"> <li>Hydraulic oil temperature: Within operating range</li> <li>Engine running at high idle</li> <li>Working mode: P mode</li> <li>Time required for passing points 90° and 180° from starting point</li> <li>For measuring posture, see <b>Swing 1</b></li> </ul>	90°	sec.	3.2 ± 0.3	Max. 3.8
		180°	sec.	4.7 ± 0.4	Max. 5.9	
	Time taken to swing	<ul style="list-style-type: none"> <li>Hydraulic oil temperature: Within operating range</li> <li>Engine running at high idle</li> <li>Working mode: P mode</li> <li>Time required for 5 more turns after making initial one turn</li> <li>For measuring posture, see <b>Swing 1</b></li> </ul>	sec.	28.6 ± 2.9	Max. 34.8	
	Hydraulic drift of swing	<ul style="list-style-type: none"> <li>Hydraulic oil temperature: Within operating range</li> <li>Engine stopped</li> <li>Keeping upper structure transverse on slope of 15°</li> <li>Notching a mating mark on inner and outer races of swing circle</li> <li>Mating mark misalignment amount during 5 minutes</li> <li>For measuring posture, see <b>Swing 2</b></li> </ul>	mm	0	0	
	Leakage from swing motor	<ul style="list-style-type: none"> <li>Hydraulic oil temperature: Within operating range</li> <li>Engine running at high idle</li> <li>Swing lock switch: ON</li> <li>Leakage amount for one minute during swing relief</li> </ul>	ℓ/min	Max. 5	Max. 10	
Travel	Travel speed (without load)	<ul style="list-style-type: none"> <li>Hydraulic oil temperature: Within operating range</li> <li>Engine running at high idle</li> <li>Working mode: P mode</li> </ul>	Lo	sec.	58.3	52.7 – 68.6
		<ul style="list-style-type: none"> <li>Time required for track shoes to make 5 turns after making one initial idle turn</li> </ul>	Mi	sec.	48	43.3 – 57.5
		<ul style="list-style-type: none"> <li>For measuring posture, see <b>Travel 1</b></li> </ul>	Hi	sec.	30.8	30.8 – 35.2

Applicable model				PC290-8		
Category	Item	Measurement condition	Unit	Standard value for new machine	Judgement criteria	
Travel	Travel speed (actual run)	<ul style="list-style-type: none"> <li>Hydraulic oil temperature: Within operating range</li> <li>Engine running at high idle</li> <li>Working mode: P mode</li> <li>Flat ground</li> <li>Time required for traveling 20 m after 10 m trial run</li> <li>For measuring posture, see <b>Travel 2</b></li> </ul>	Lo	sec.	24 ± 2.5	21.5 – 27.5
			Mi	sec.	17 ± 2.5	14.5 – 20.5
			Hi	sec.	13 ± 1.0	12.0 – 15.0
	Travel deviation	<ul style="list-style-type: none"> <li>Hydraulic oil temperature: Within operating range</li> <li>Engine at high idle</li> <li>Working mode: P mode</li> <li>Travel speed: Lo</li> <li>Solid and flat ground</li> <li>Swerving amount while traveling 20 m (X) after initial 10 m trial run</li> <li>For measuring posture, see <b>Travel 2 and 3</b></li> </ul>	mm	Max. 150	Max. 250	
Hydraulic drift of travel	<ul style="list-style-type: none"> <li>Hydraulic oil temperature: Within operating range</li> <li>Engine stopped</li> <li>Parking machine on slope of 12° with sprocket facing upslope</li> <li>Sliding distance for 5 minutes</li> <li>For measuring posture, see <b>Travel 4</b></li> </ul>	mm	0	0		
Leakage of travel motor	<ul style="list-style-type: none"> <li>Hydraulic oil temperature: Within operating range</li> <li>Engine at high idle</li> <li>Traveling with sprocket locked</li> <li>Oil leakage amount for one minute with traveling in relief condition</li> </ul>	ℓ/min	15	30		
Work equipment	Hydraulic drift of work equipment	Whole work equipment	<ul style="list-style-type: none"> <li>Hydraulic oil temperature: Within operating range</li> <li>Flat and level ground</li> <li>Fill bucket with dirt or rated load (0.8m<sup>3</sup>: 1,440kg)</li> </ul>	mm	Max. 600	Max. 900
		Boom cylinder	<ul style="list-style-type: none"> <li>Boom horizontal, arm fully retracted, bucket cylinder fully extended</li> <li>Engine stopped</li> <li>Work equipment control lever in NEUTRAL position</li> <li>Fall amount for 15 minutes as measured every 5 minutes starting immediately after initial setting</li> </ul>	mm	Max. 18	Max. 27
		Arm cylinder	<ul style="list-style-type: none"> <li>Whole work equipment: Lowering distance of tooth tip</li> <li>Boom cylinder: Retraction distance of cylinder</li> <li>Arm cylinder: Extraction distance of cylinder</li> </ul>	mm	Max. 160	Max. 240
		Bucket cylinder	<ul style="list-style-type: none"> <li>Bucket cylinder: Retraction distance of cylinder</li> <li>For measuring posture, see <b>Work equipment 1</b></li> </ul>	mm	Max. 40	Max. 58

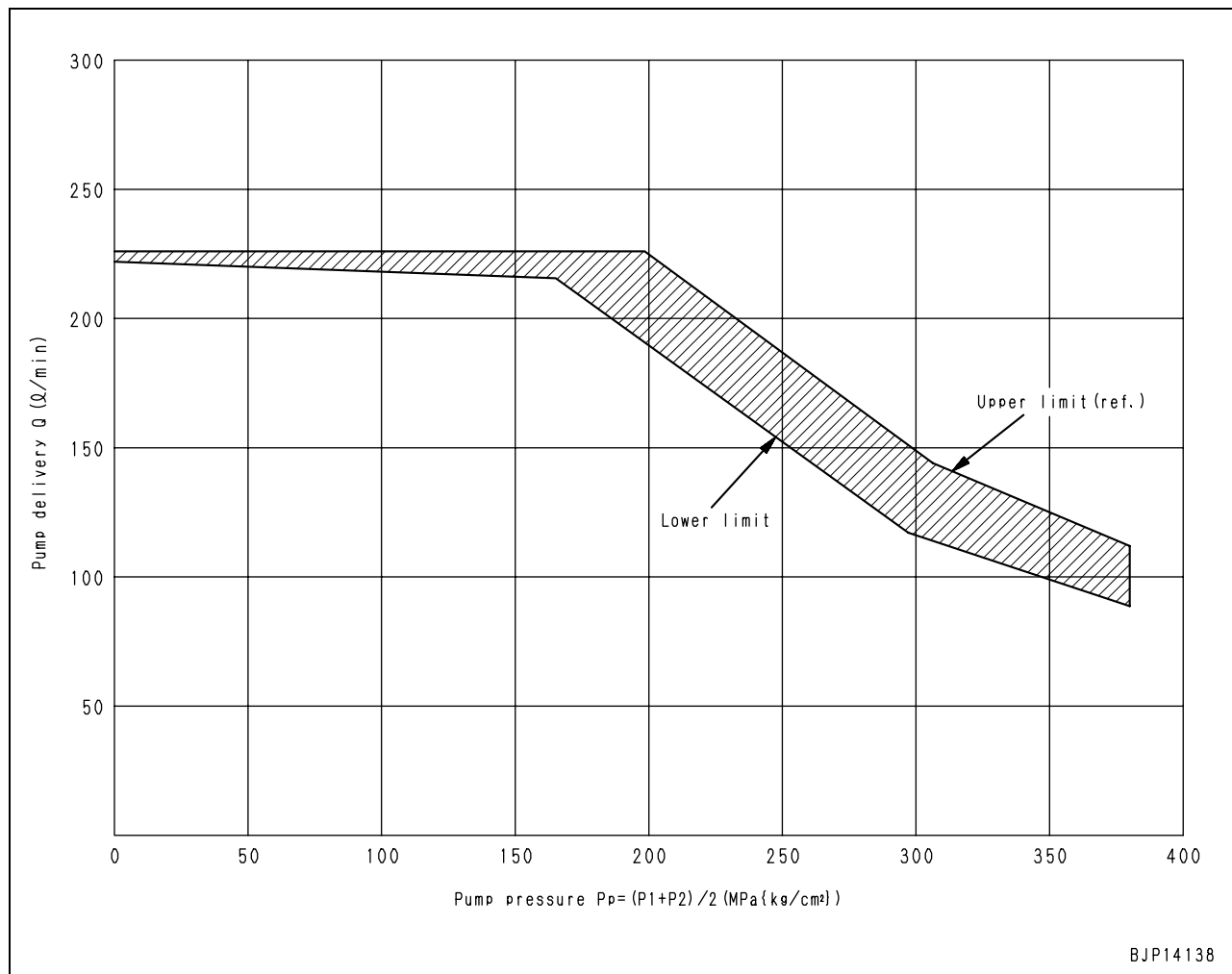
Applicable model				PC290-8		
Category	Item	Measurement condition		Unit	Standard value for new machine	Judgement criteria
Work equipment	Boom	<ul style="list-style-type: none"> <li>Hydraulic oil temperature: Within operating range</li> <li>Engine running at high idle</li> <li>Working mode: P mode</li> <li>Time required from raise stroke end till bucket touches ground</li> <li>For measuring posture, see <b>Work equipment 2</b></li> </ul>	RAISE	sec.	4.3 ± 0.4	Max. 5.7
			LOWER	sec.	3.6 ± 0.3	Max. 4.9
	Arm	<ul style="list-style-type: none"> <li>Hydraulic oil temperature: Within operating range</li> <li>Engine running at high idle</li> <li>Working mode: P mode</li> <li>Time required from dumping stroke end to digging stroke end</li> <li>For measuring posture, see <b>Work equipment 3</b></li> </ul>	IN	sec.	4.4 ± 0.4	Max. 5.4
			OUT	sec.	2.9 ± 0.3	Max. 3.8
	Bucket	<ul style="list-style-type: none"> <li>Hydraulic oil temperature: Within operating range</li> <li>Engine running at high idle</li> <li>Working mode: P mode</li> <li>Time required from dumping stroke end to digging stroke end</li> <li>For measuring posture, see <b>Work equipment 4</b></li> </ul>	CURL	sec.	3.2 ± 0.3	Max. 4.1
			DUMP	sec.	2.3 ± 0.2	Max. 2.9

Applicable model				PC290-8		
Category	Item	Measurement condition	Unit	Standard value for new machine	Judgement criteria	
Work equipment	Time lag	Boom	<ul style="list-style-type: none"> <li>Hydraulic oil temperature: Within operating range</li> <li>Engine running at low idle</li> <li>Working mode: P mode</li> <li>Time required from raise stroke end till bucket touches ground and pushes up machine front</li> <li>For measuring posture, see <b>Work equipment 5</b></li> </ul>	sec.	Max. 1.0	Max. 1.2
		Arm	<ul style="list-style-type: none"> <li>Hydraulic oil temperature: Within operating range</li> <li>Engine running at low idle</li> <li>Working mode: P mode</li> <li>Time required from dumping stroke end till bucket stops momentarily after control lever is tilted to digging and starts to move again</li> <li>For measuring posture, see <b>Work equipment 6</b></li> </ul>	sec.	Max. 2.0	Max. 2.8
		Bucket	<ul style="list-style-type: none"> <li>Hydraulic oil temperature: Within operating range</li> <li>Engine running at low idle</li> <li>Working mode: P mode</li> <li>Time required from dumping stroke end till bucket stops momentarily after control lever is tilted to digging and starts to move again</li> <li>For measuring posture, see <b>Work equipment 7</b></li> </ul>	sec.	Max. 1.0	Max. 3.6
	Internal leakage	Cylinders	<ul style="list-style-type: none"> <li>Hydraulic oil temperature: Within operating range</li> <li>Engine running at high idle</li> </ul>	cc/min	4.5	20
		Center swivel joint	<ul style="list-style-type: none"> <li>Leakage amount for one minute with cylinder or travel to be measured in relief condition</li> </ul>	cc/min	10	50
Performance in compound operation	Swerving amount in simultaneous operation of work equipment and travel	<ul style="list-style-type: none"> <li>Hydraulic oil temperature: Within operating range</li> <li>Engine at high idle</li> <li>Working mode: P mode</li> <li>Traveling speed: Lo</li> <li>On hard and flat ground, make approach run of 10 m and then measure deviation in the travel of 20 m</li> <li>For measuring posture, see <b>Travel 2 and 3</b></li> </ul>	mm	Max.200	Max.220	
—	Discharge amount of hydraulic pump	See performance of hydraulic pump (next page)				



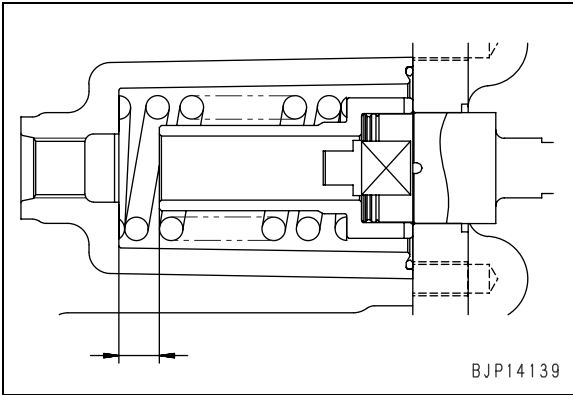
Applicable model				PC290-8	
Category	Item	Measurement condition	Unit	Standard value	Standard lower limit of delivery
Hydraulic pump	Performance of hydraulic pump	<ul style="list-style-type: none"> <li>• Pump speed (rpm): 2,000rpm</li> <li>• PC-EPC current value (mA): 440mA</li> <li>• Discharge pressure of test pump (MPa {kg/cm<sup>2</sup>): P1</li> <li>• Discharge pressure of another pump (MPa {kg/cm<sup>2</sup>): P2</li> <li>• Average discharge pressure (MPa {kg/cm<sup>2</sup>): Pp=(P1+P2)÷2</li> </ul>	ℓ/min	Q (See graph)	Q (See graph)

- ★ As far as possible, bring pump discharge pressure P1 and P2 as close as possible to the average pressure when measuring.
- ★ When measuring with the pump mounted on the machine, if it is impossible to set the engine speed to the specified speed with the fuel control dial, take the pump discharge amount and the engine speed at the point of measurement, and use them as a base for calculating the pump discharge amount at the specified speed.

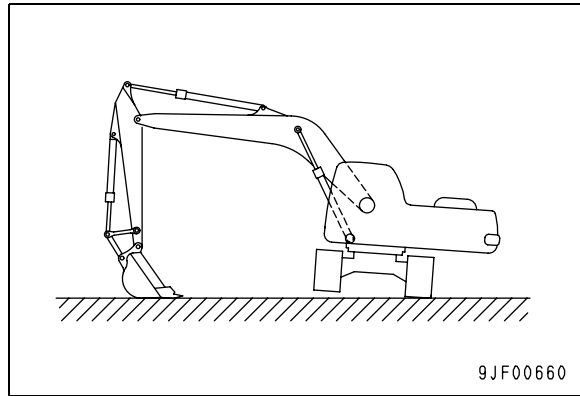


For all models (Posture of machine for measuring performance and measurement procedure)

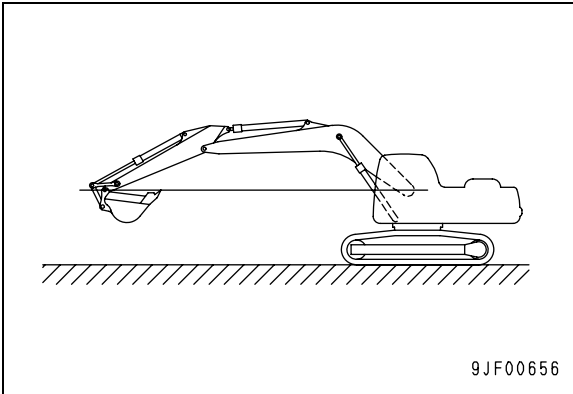
Control valve: spool stroke



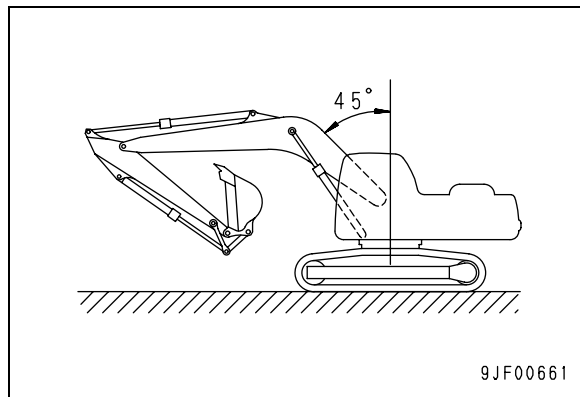
Travel 1: Travel speed (without load)



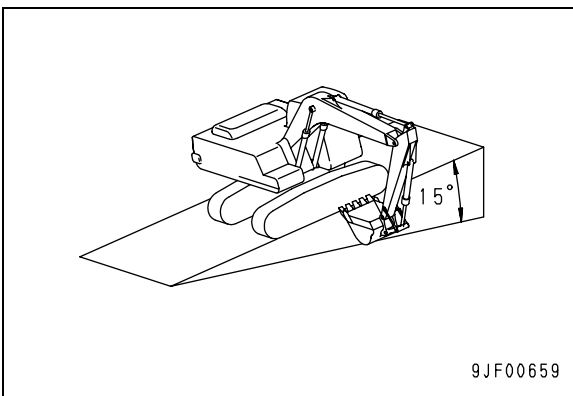
Swing 1: Swing brake angle, time taken to start swing, time taken to swing



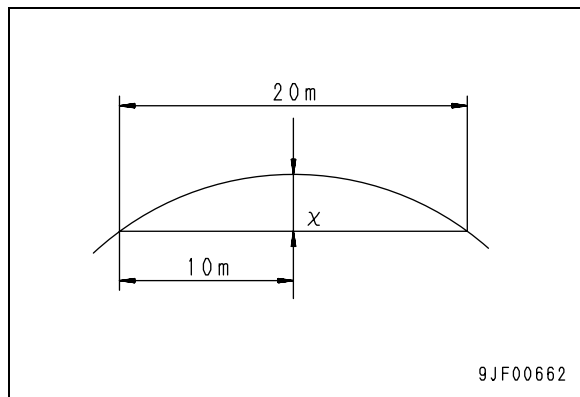
Travel 2: Travel speed (actual run), travel deviation



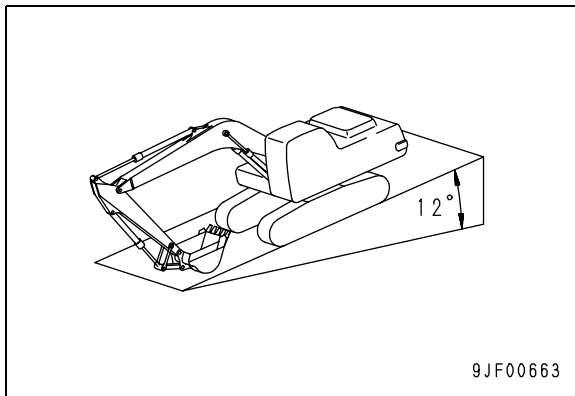
Swing 2: Hydraulic drift of swing



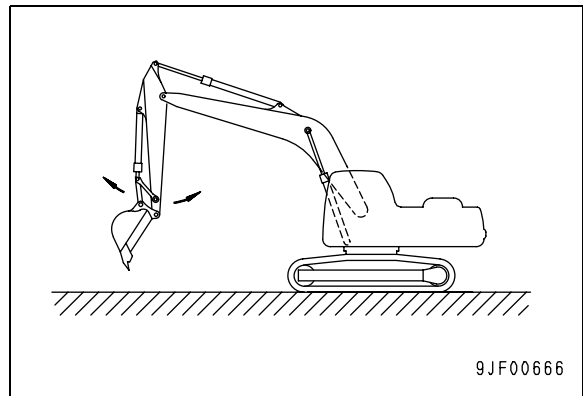
Travel 3: Travel deviation



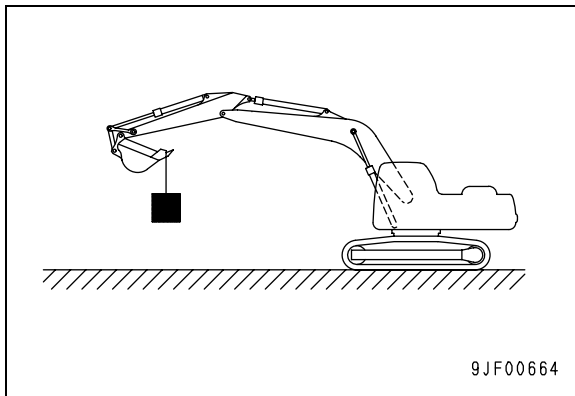
**Travel 4:** Hydraulic drift of travel



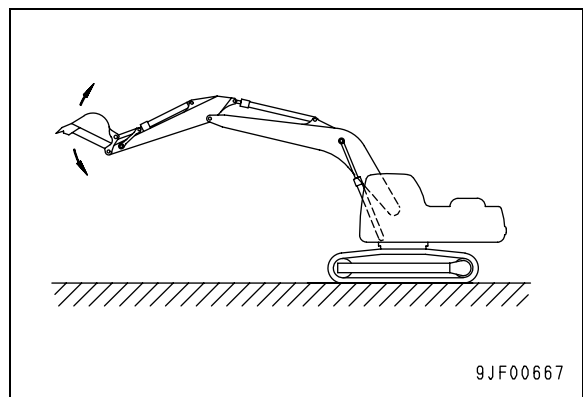
**Work equipment 3:** Arm speed



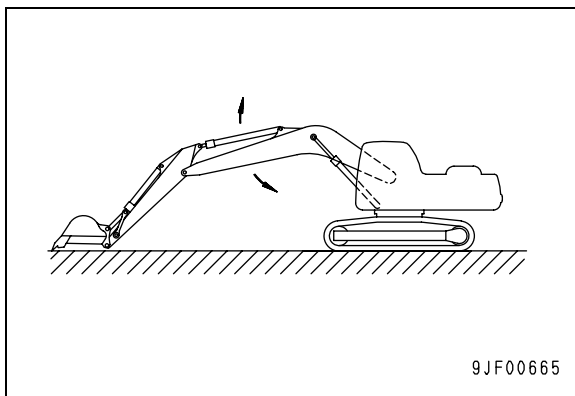
**Work equipment 1:** Hydraulic drift of work equipment



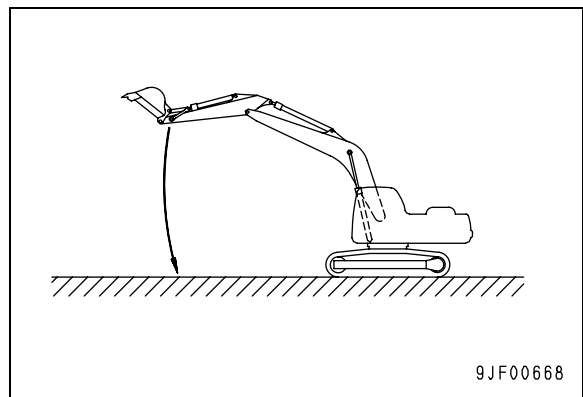
**Work equipment 4:** Bucket speed



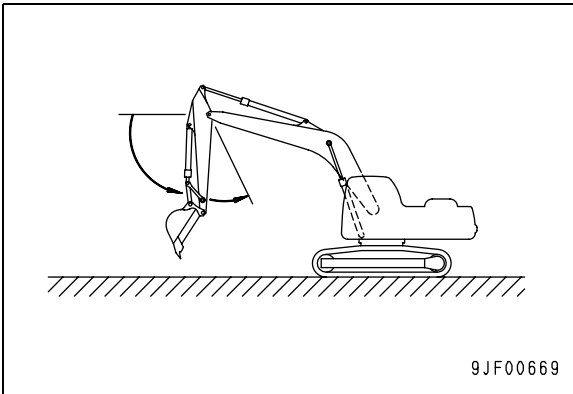
**Work equipment 2:** Boom speed



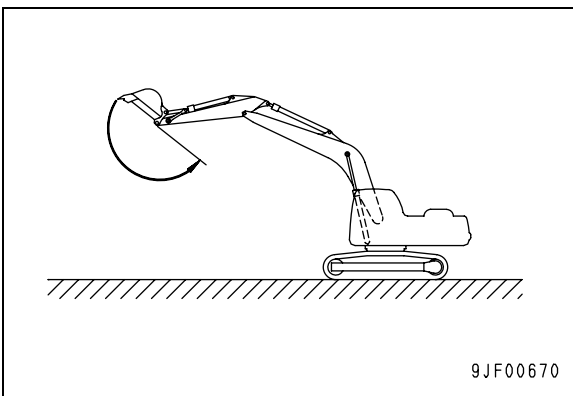
**Work equipment 5:** Boom time lag



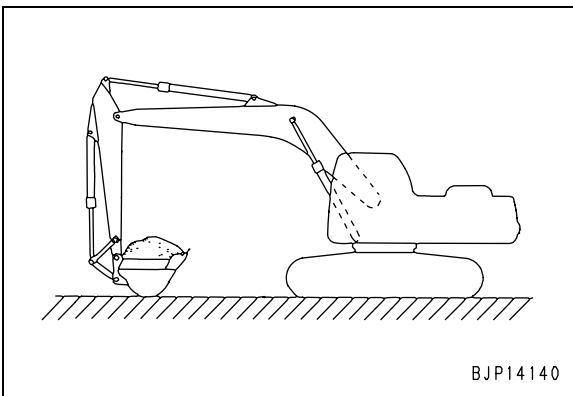
**Work equipment 6: Arm time lag**



**Work equipment 7: Bucket time lag**



**Work equipment 8: Characteristics of PC flow control valve**





PC290LC, 290NLC-8 Hydraulic excavator

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# HYDRAULIC EXCAVATOR

## PC290LC-8 PC290NLC-8

### Machine model      Serial number

PC290LC-8	K50001 and up
PC290NLC-8	K50001 and up

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## 30 Testing and adjusting

### Testing and adjusting, Part 1

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## Testing and adjusting, Part 1

### Tools for testing, adjusting, and troubleshooting

Testing/Adjusting item	Symbol	Part No.	Part name	Qty	Remarks	
Measuring intake air pressure (boost pressure)	R	799-201-2202	Boost gauge kit	1	- 101 – 200 kPa {- 760 – 1,500 mmHg}	
Checking exhaust gas color	A	1	799-201-9001	Handy smoke checker	1	Bosch index: 0 – 9
		2	Commercially available	Smoke meter	1	
Adjusting valve clearance	B	1	795-799-1131	Gear	1	Intake: 0.25 mm, Exhaust: 0.51 mm
		2	Commercially available	Thickness gauge	1	
Measuring compression pressure	C	1	795-502-1590	Compression gauge	1	0 – 6.9 MPa {0 – 70 kg/cm <sup>2</sup> }
		2	795-799-6700	Puller	1	For 107E-1 engine
		3	795-790-4410	Adapter	1	For 107E-1 engine
			6754-11-3130	Gasket	1	For 107E-1 engine
Measuring blow-by pressure	D	1	799-201-1504	Blow-by checker	1	0 – 5 kPa {0 – 500 mmH <sub>2</sub> O}
		2	795-790-3300	Blow-by tool	1	For 107E-1 engine
Measuring engine oil pressure	E	1	799-101-5002	Hydraulic tester	1	Pressure gauge: 2.5, 5.9, 39.2, 58.8 MPa {25, 60, 400, 600 kg/cm <sup>2</sup> }
			790-261-1204	Digital hydraulic tester	1	Pressure gauge: 58.8 MPa {600 kg/cm <sup>2</sup> }
		2	799-401-2320	Hydraulic tester	1	Pressure gauge: 0.98 MPa {10 kg/cm <sup>2</sup> }
Measuring fuel pressure	F	1	799-101-5002	Hydraulic tester	1	Pressure gauge: 2.5, 5.9, 39.2, 58.8 MPa {25, 60, 400, 600 kg/cm <sup>2</sup> }
			790-261-1204	Digital hydraulic tester	1	Pressure gauge: 58.8 MPa {600 kg/cm <sup>2</sup> }
		2	6732-81-3170	Adapter	1	10 × 1.0 mm → R1/8
			6215-81-9710	O-ring	1	
		3	799-401-2320	Hydraulic tester	1	Pressure gauge: 0.98 MPa {10 kg/cm <sup>2</sup> }
Measuring fuel return rate and leakage	G	1	(Not set yet)	Supply pump testing tool	1	
		2	(Not set yet)	Pressure limiter testing tool	1	
		3	(Not set yet)	Injector testing tool	1	
		4	Commercially available	Measuring cylinder	1	
Measuring swing circle bearing clearance	H	Commercially available	Dial gauge	1		
Measuring and adjusting oil pressure in work equipment, swing, and travel circuits	J	1	799-101-5002	Hydraulic tester	1	Pressure gauge: 2.5, 5.9, 39.2, 58.8 MPa {25, 60, 400, 600 kg/cm <sup>2</sup> }
			790-261-1204	Digital hydraulic tester	1	Pressure gauge: 58.8 MPa {600 kg/cm <sup>2</sup> }
		2	799-101-5220	Nipple	2	Size: 10 × 1.25 mm
			07002-11023	O-ring	2	

Testing/Adjusting item	Sym- bol	Part No.	Part name	Qty	Remarks
Measuring basic pressure of control circuit	K	799-101-5002	Hydraulic tester	1	Pressure gauge: 2.5, 5.9, 39.2, 58.8 MPa {25, 60, 400, 600 kg/cm <sup>2</sup> }
		790-261-1204	Digital hydraulic tester	1	Pressure gauge: 58.8 MPa {600 kg/cm <sup>2</sup> }
	2	799-101-5220	Nipple	1	Size: 10 × 1.25 mm
		07002-11023	O-ring	1	
Measuring and adjusting oil pressure in pump PC control circuit	L	799-101-5002	Hydraulic tester	1	Pressure gauge: 2.5, 5.9, 39.2, 58.8 MPa {25, 60, 400, 600 kg/cm <sup>2</sup> }
		790-261-1204	Digital hydraulic tester	1	Pressure gauge: 58.8 MPa {600 kg/cm <sup>2</sup> }
	2	799-101-5220	Nipple	4	Size: 10 × 1.25 mm
		07002-11023	O-ring	4	
Measuring and adjusting oil pressure in pump LS control circuit	M	799-101-5002	Hydraulic tester	1	Pressure gauge: 2.5, 5.9, 39.2, 58.8 MPa {25, 60, 400, 600 kg/cm <sup>2</sup> }
		790-261-1204	Digital hydraulic tester	1	Pressure gauge: 58.8 MPa {600 kg/cm <sup>2</sup> }
	2	799-401-2701	Differential pressure gauge	1	49 MPa {500 kg/cm <sup>2</sup> }
	3	799-101-5220	Nipple	4	Size: 10 × 1.25 mm
		07002-11023	O-ring	4	
Measuring solenoid valve output pressure	N	799-101-5002	Hydraulic tester	1	Pressure gauge: 2.5, 5.9, 39.2, 58.8 MPa {25, 60, 400, 600 kg/cm <sup>2</sup> }
		790-261-1204	Digital hydraulic tester	1	Pressure gauge: 58.8 MPa {600 kg/cm <sup>2</sup> }
	2	799-401-3100	Adapter	1	Size: 02
Measuring PPC valve out-put pressure	P	799-101-5002	Hydraulic tester	1	Pressure gauge: 2.5, 5.9, 39.2, 58.8 MPa {25, 60, 400, 600 kg/cm <sup>2</sup> }
		790-261-1204	Digital hydraulic tester	1	Pressure gauge: 58.8 MPa {600 kg/cm <sup>2</sup> }
	2	799-401-3100	Adapter	1	Size: 02
	3	799-401-3200	Adapter	1	Size: 03
Measuring oil leakage	Q	Commercially available	Measuring cylinder	1	
Measuring coolant temperature and oil temperature	—	799-101-1502	Digital thermometer	1	– 99.9 – 1,299°C
Measuring operating effort and depressing force	—	79A-264-0021	Push-pull scale	1	0 – 294 N {0 – 30 kg}
		79A-264-0091	Push-pull scale	1	0 – 490 N {0 – 50 kg}
Measuring stroke and hydraulic drift	—	Commercially available	Ruler	1	
Measuring work equipment speed	—	Commercially available	Stopwatch	1	
Measuring voltage and resistance	—	Commercially available	Circuit tester	1	
Removal and installation of boost pressure and temperature sensors	—	(Not set yet)	Screwdriver	1	3.35 mm torque wrench
Removal and installation of engine oil pressure sensor	—	(Not set yet)	Socket	1	27 mm deep socket

Testing/Adjusting item	Sym- bol	Part No.	Part name	Qty	Remarks
Removal and installation of engine coolant temperature sensor	—	(Not set yet)	Socket	1	21 mm deep socket

- ★ For the model names and part Nos. of the T-boxes and T-adapters used for troubleshooting for the machine monitor, controllers, sensors, actuators, electrical equipment, and wiring harnesses, see “Troubleshooting (General information on troubleshooting), List of T-boxes and T-adapters”.

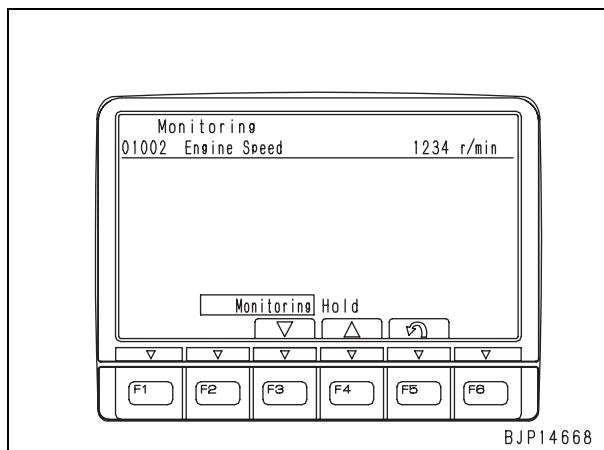
## Measuring engine speed

- ★ Measure the engine speed with the monitoring function of the machine monitor.
- ★ Measure the engine speed under the following condition.
  - Engine coolant temperature: Within operating range
  - Hydraulic oil temperature: Within operating range

### 1. Preparation work

Operate the machine monitor so that the engine speed can be monitored.

- ★ For the operating method of the machine monitor, see Special functions of machine monitor.
- ★ Monitoring code: 01002 Engine speed



### 2. Measuring low idle speed

- 1) Start the engine and set the fuel control dial in the low idle (MIN) position.
- 2) Set all the levers and pedals for work equipment control, swing control, and travel in neutral and measure the engine speed.



### 3. Measuring high idle speed

- 1) Start the engine and set the fuel control dial in the high idle (MAX) position.
- 2) Set the working mode in the power mode (P) and turn the auto-decelerator OFF.
- 3) Set all the levers and pedals for work equipment control, swing control, and travel in neutral and measure the engine speed.

### 4. Measuring 2-pump relief speed

- 1) Start the engine and operate the arm cylinder to the IN stroke end.
- 2) Set the fuel control dial in the high idle (MAX) position and set the working mode in the power mode (P).
- 3) Operate the left work equipment control lever to relieve the arm circuit at the IN stroke end and measure the engine speed.

### 5. Measuring 2-pump relief and power maximizing speed (near rated speed)

- 1) Start the engine and operate the arm cylinder to the IN stroke end.
- 2) Set the fuel control dial in the high idle (MAX) position and set the working mode in the power mode (P).
- 3) While operating the left work equipment control lever to relieve the arm circuit at the IN stroke end and depressing the power maximizing switch, measure the engine speed.
  - ★ The power maximizing function is reset automatically in about 8.5 seconds even if the switch is kept depressed. Accordingly, measure the engine speed in that period.

### 6. Measuring auto-deceleration speed

- 1) Start the engine, set the fuel control dial in the high idle position (MAX), and turn the auto-decelerator ON.
- 2) Set all the levers and pedals for work equipment control, swing control, and travel in neutral and measure the engine speed when the auto-decelerator operates.
  - ★ The engine speed lowers to a certain level about 5 seconds after all the levers and pedals are set in neutral. This level is the auto-deceleration speed.

## Measuring intake air pressure (boost pressure)

- ★ Measuring tools for intake air pressure (boost pressure)

Symbol	Part No.	Part name
R	799-201-2202	Boost gauge kit

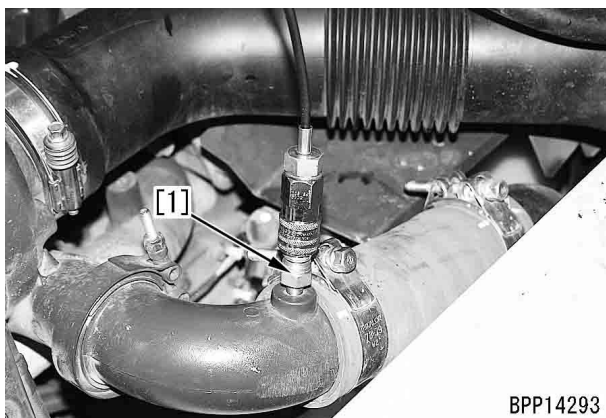
**⚠ Stop the machine on a level ground and lower the work equipment to the ground.**

- ★ Measure the intake air pressure under the following condition.
    - Engine coolant temperature: Within operating range
    - Hydraulic oil temperature: Within operating range
1. Open the engine hood and remove intake air pressure pickup plug (1) from the intake air connector.



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2. Install nipple [1] of boost gauge kit R and connect it to gauge [2].



BPP14293

3. Run the engine at middle or higher speed and bleed oil from the hose.
  - ★ Insert the connecting parts of the gauge and hose about a half and open the self-seal on the hose side repeatedly, and the oil will be drained.
  - ★ If Pm kit (A) is available, you use the air-bleeding coupling (790-261-1130) in that kit.
  - ★ If oil is left in the hose, the gauge does not work. Accordingly, be sure to drain the oil.
4. Set the working mode in the power mode (P) and turn the swing lock switch ON.
  - ★ If the swing lock switch is turned ON, the main relief valve is set for high-pressure relief.
5. While running the engine at high idle, relieve the arm circuit and measure the intake air pressure.



BPP14191

6. After finishing measurement, remove the measuring tools and return the removed parts.

## Checking exhaust gas color

- ★ Checking tools for exhaust gas color

Symbol	Part No.	Part name
A	1	799-201-9001 Handy smoke checker
	2	Commercially available Smoke meter

⚠ **Stop the machine on a level ground and lower the work equipment to the ground.**

⚠ **Be careful not to touch any hot part when removing or installing the checking tools.**

- ★ Check the exhaust gas color under the following condition.
  - Engine coolant temperature: Within operating range
- ★ If an air source and an electric power source are not available in the field, use handy smoke checker **A1**. When recording official data, use smoke meter **A2**.

### 1. Measuring with handy smoke checker A1

- 1) Stick a sheet of filter paper to smoke checker **A1**.
- 2) Insert the exhaust gas intake pipe in exhaust pipe (1).
- 3) Start the engine and accelerate it suddenly or run it at high idle and operate the handle of smoke checker **A1** so that the filter paper will absorb the exhaust gas.
  - ★ Absorbing time:  $1.4 \pm 0.2$  sec



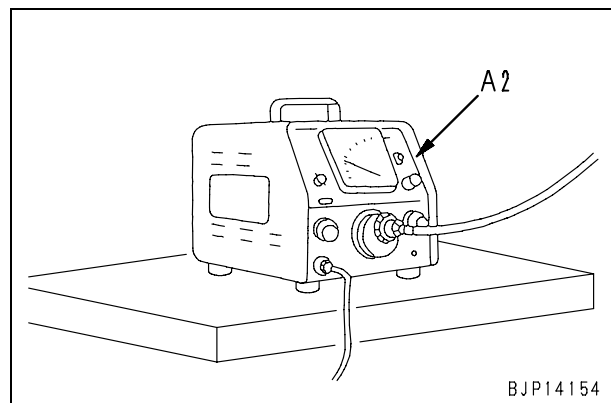
- 4) Remove the filter paper and compare it with the attached scale.
- 5) After finishing checking, remove the measuring tools and return the removed parts.

### 2. Checking with smoke meter A2

- 1) Insert probe [1] of smoke meter **A2** in the outlet of the exhaust pipe and fix it to the exhaust pipe with a clip.



- 2) Connect the probe hose, receptacle of the accelerator switch, and air hose to smoke meter **A2**.
  - ★ Limit the supplied air pressure to 1.5 MPa {15 kg/cm<sup>2</sup>}.
- 3) Connect the power cable to an AC receptacle.
  - ★ Before connecting the cable, check that the power switch of the smoke meter is turned OFF.
- 4) Loosen the cap nut of the suction pump and fit the filter paper.
  - ★ Fit the filter paper securely so that the exhaust gas will not leak.
- 5) Turn on the power switch of smoke meter **A2**.



- 6) Start the engine and accelerate it suddenly or run it at high idle and depress the accelerator pedal of smoke meter **A2** and collect the exhaust gas into the filter paper.
- 7) Place the contaminated filter paper on the clean filter paper (at least 10 sheets) in the filter paper holder and read the indicated value.
- 8) After finishing checking, remove the checking tools and return the removed parts.

### Adjusting valve clearance

★ Measuring tools for valve clearance

Symbol	Part No.	Part name	
B	1	795-799-1131	Gear
	2	Commercially available	Thickness gauge

⚠ **Stop the machine on a level ground and lower the work equipment to the ground.**

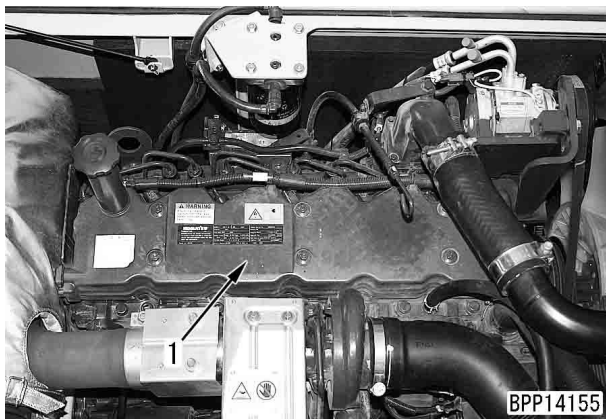
★ Measure the valve clearance under the following condition.

- Engine coolant temperature: Normal temperature

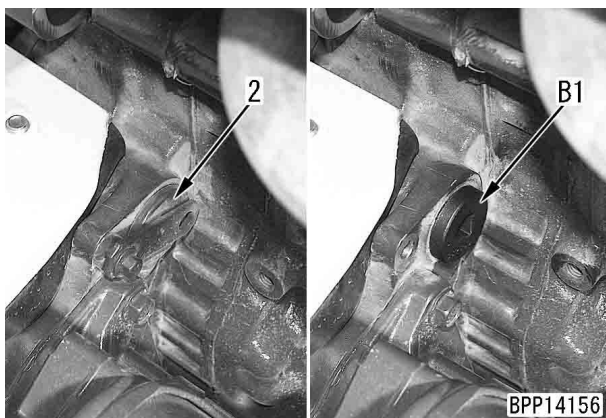
1. Open the engine hood and remove the belt guard from the top of the air conditioner compressor.

2. Remove cylinder head cover (1).

- ★ Since the breather connector on the rear side of the cylinder head cover is connected to the flywheel housing through the O-ring, pull it together with the cylinder head cover.



3. Remove plug (2) from the top of the starting motor and insert gear B1.

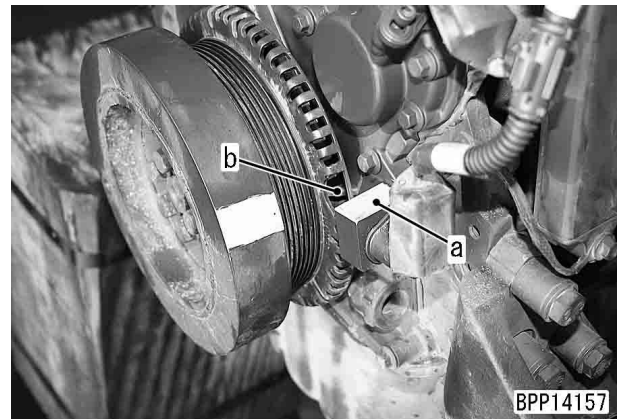


4. Rotate the crankshaft forward with gear B1 and set wide slit (b) of the rotation sensor ring to projection top (a) of front cover.

- ★ Projection top (a) must be within the range of wide slit (b) when it is seen from the air conditioner compressor side.

- ★ If you can see the yellow marks of projection top (a) and wide slit (b), you may set them to each other.

⚠ **When the crankshaft is set as above, the piston in the No. 1 or No. 6 cylinder is not set to the compression top dead center (TDC). Take care.**

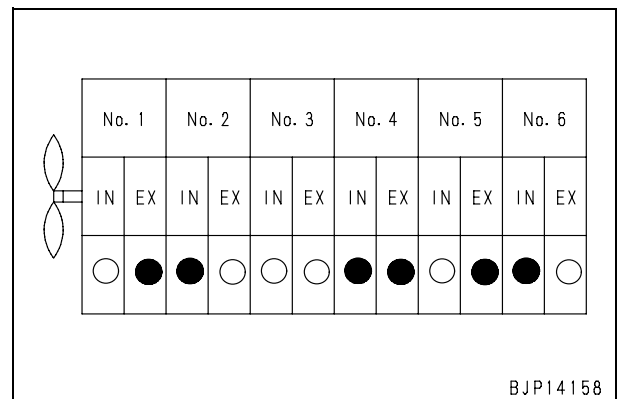


5. Check the movement of the rocker arm of the No. 1 cylinder to judge the valve to be adjusted.

- ★ If you can move the rocker arms of air intake valves (IN) with the hand by the valve clearance, adjust the valves marked with ○ in the valve arrangement drawing.

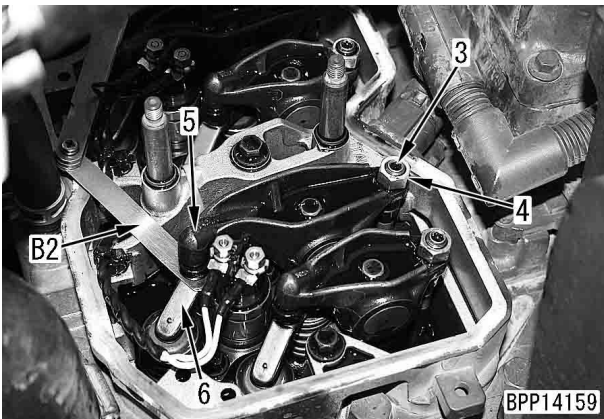
- ★ If you can move the rocker arms of exhaust valves (EX) with the hand by the valve clearance, adjust the valves marked with ● in the valve arrangement drawing.

★ Valve arrangement drawing



BJP14158

6. Adjust the valve clearance according to the following procedure.
- 1) While fixing adjustment screw (3), loosen locknut (4).
  - 2) Insert thickness gauge **B2** in the clearance between rocker arm (5) and crosshead (6) and adjust the valve clearance with adjustment screw (3).
    - ★ With the thickness gauge inserted, turn the adjustment screw to a degree that you can move the thickness gauge lightly.
  - 3) While fixing adjustment screw (3), tighten locknut (4).
    - ☞ Locknut:  
 **$24 \pm 4 \text{ Nm } \{2.45 \pm 0.41 \text{ kgm}\}$**
    - ★ After tightening the locknut, check the valve clearance again.



7. Rotate the crankshaft forward by 1 turn and set wide slit (b) to projection top (a) according to step 4.
8. Adjust the other valve clearances according to steps (5) and (6).
  - ★ If the valves marked with ● in the valve arrangement drawing were adjusted in steps (5) and (6), adjust the valves marked with ○.
  - ★ If the valves marked with ○ in the valve arrangement drawing were adjusted in steps (5) and (6), adjust the valves marked with ●.
9. After finishing adjustment, remove the adjusting tools and return the removed parts.
  - ⚠ **Remove gear B1 without fail.**
  - ☞ Cylinder head cover mounting nut:  
 **$24 \pm 4 \text{ Nm } \{2.45 \pm 0.41 \text{ kgm}\}$**



## Measuring compression pressure

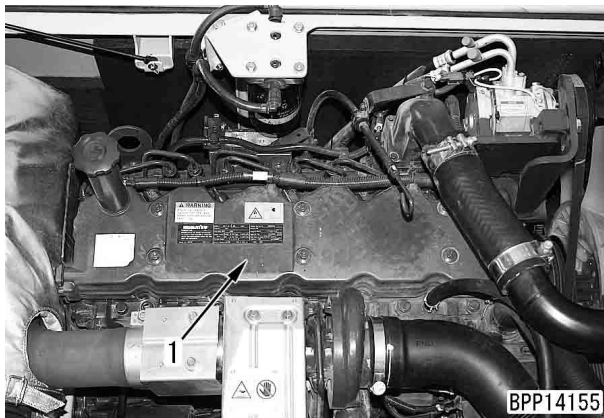
- ★ Measuring tools for compression pressure

Symbol	Part No.	Part name	
C	1	795-502-1590	Compression gauge
	2	795-799-6700	Puller
	3	795-790-4410	Adapter
		6754-11-3130	Gasket

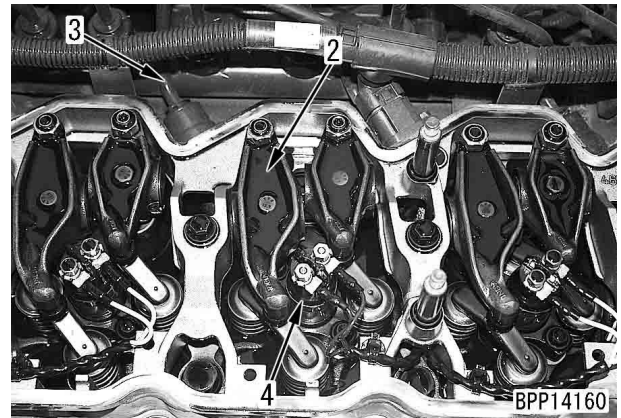
- ⚠ **Stop the machine on a level ground and lower the work equipment to the ground.**

- ★ Measure the compression pressure under the following condition.
  - Engine oil temperature: 40 – 60°C

- Open the engine hood and remove cylinder head cover (1).
  - ★ Since the breather connector on the rear side of the cylinder head cover is connected to the flywheel housing through the O-ring, pull it together with the cylinder head cover.



- Remove the mounting bolts of rocker arm assembly (2) on the exhaust side, and then remove rocker arm assembly (2).
  - ★ When removing the injector, you do not need to remove the rocker arm assembly on the intake side.
- Remove fuel tube (3), and then remove inlet connector (7) in the cylinder head.
  - ★ The inlet connector is connecting the fuel tube to the injector.
- Disconnect injector wiring harness. Using tool **C2**, remove injector (4).



- Install adapter **C3** to the injector mounting part with the injector clamp and connect compression gauge **C1**.

- ★ Install the gasket to the adapter end without fail.

⚙ Injector clamp mounting bolt:

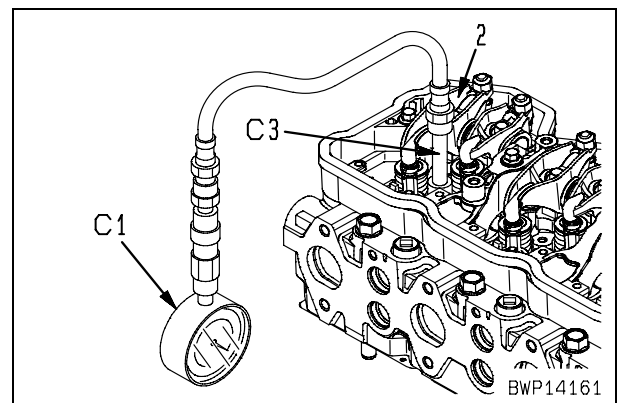
**1st time : 3.5 ± 0.35 Nm**

**{0.36 ± 0.04 kgm}**

**2nd time: 75 ± 5 ° (Angle tightening)**

- ★ If a little quantity of engine oil is applied the joint of the adapter and gauge, air does not leak easily.

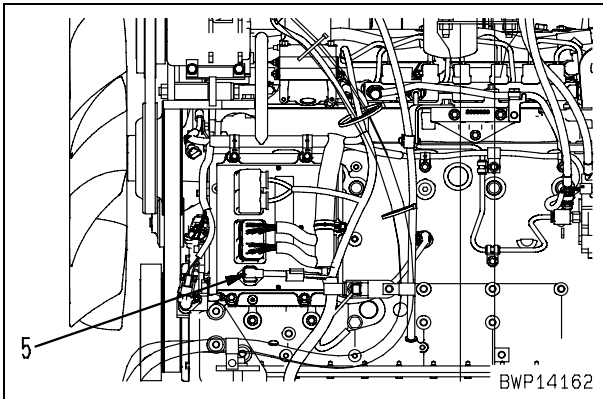
- Install rocker arm assembly (2) on the exhaust side and adjust the valve clearance.
  - ★ See "Adjusting valve clearance".



7. Disconnect **CE03** connector (5) of the engine controller.

⚠ **If the connector is not disconnected, the engine will start during measurement and it will be dangerous.**

⚠ **Since the CE03 connector is a part of the power supply circuit of the engine controller, cover the connector on the machine side with a vinyl sheet, etc. to prevent electric leakage and ground fault.**



8. Rotate the engine with the starting motor and measure the compression pressure.

★ Read the gauge when the pointer is stabilized.

9. After finishing measurement, remove the measuring tools and return the removed parts.

★ Install the injector and inlet connector according to the following procedure.

- 1) Apply new engine oil (SAE15W-40) to the O-ring of injector (4) and cylinder head.
- 2) Install injector (4) with the fuel inlet hole directed to the air intake manifold.
- 3) Install injector clamp (6) and tighten the mounting bolt by 3 – 4 threads.
- 4) Install inlet connector (7) and tighten inlet connector retainer temporarily.
- 5) Tighten the mounting bolt of injector clamp (6) securely.

☞ Injector clamp mounting bolt:

**1st time :  $3.5 \pm 0.35$  Nm**

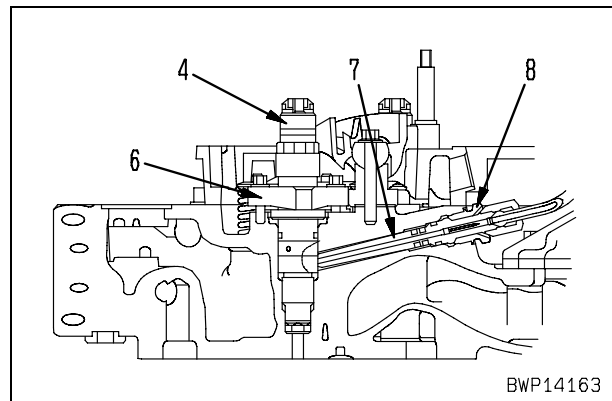
**{ $0.36 \pm 0.04$  kgm}**

**2nd time:  $75 \pm 5^\circ$  (Angle tightening)**

- 6) Tighten inlet connector retainer (8) securely.

☞ Inlet connector retainer:

**$50 \pm 5$  Nm { $5.1 \pm 0.5$  kgm}**



★ Tighten the bolts and nuts other than the injector and inlet connector to the following torque.

☞ Injector wiring harness nut:

**$1.5 \pm 0.25$  Nm { $0.15 \pm 0.026$  kgm}**

☞ Fuel tube sleeve nut:

**$35 \pm 3.5$  Nm { $3.6 \pm 0.4$  kgm}**

☞ Rocker arm assembly mounting bolt:

**$36 \pm 6$  Nm { $3.7 \pm 0.6$  kgm}**

★ Adjust the valve clearance. For details, see "Adjusting valve clearance".

☞ Cylinder head cover mounting nut:

**$24 \pm 4$  Nm { $2.45 \pm 0.41$  kgm}**

## Measuring blow-by pressure

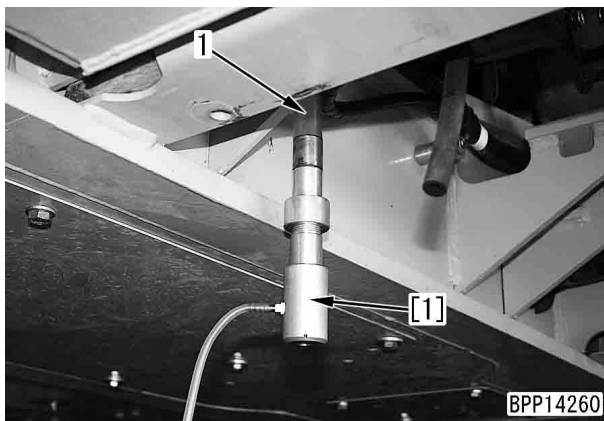
- ★ Measuring tools for blow-by pressure

Symbol	Part No.	Part name
D	1	799-201-1504 Blow-by checker
	2	795-790-3300 Blow-by tool

- ▲ **Stop the machine on a level ground and lower the work equipment to the ground.**

- ★ Measure the blow-by pressure under the following condition.
  - Engine coolant temperature: Within operating range
  - Hydraulic oil temperature: Within operating range

1. Remove the undercover of the hydraulic pump.
2. Install tool and adapter [1] of blow-by checker **D1** or blow-by tool **D2** to breather hose (1) and connect gauge [2].



3. Start the engine, set the working mode in the power mode (P), and turn the swing lock switch ON.
  - ★ If the swing lock switch is turned ON, the main relief valve is set for high-pressure relief.
4. While running the engine at high idle, relieve the arm circuit and measure the blow-by pressure.
  - ★ Read the gauge when the pointer is stabilized.



5. After finishing measurement, remove the measuring tools and return the removed parts.

## Measuring engine oil pressure

★ Measuring tools for engine oil pressure

Symbol	Part No.	Part name
E	1	799-101-5002 Hydraulic tester
		790-261-1204 Digital hydraulic tester
2	799-401-2320	Hydraulic tester

⚠ **Stop the machine on a level ground and lower the work equipment to the ground.**

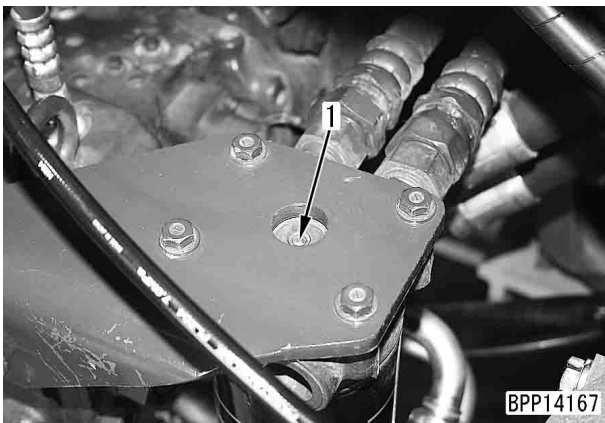
★ Measure the engine oil pressure under the following condition.

- Engine coolant temperature: Within operating range

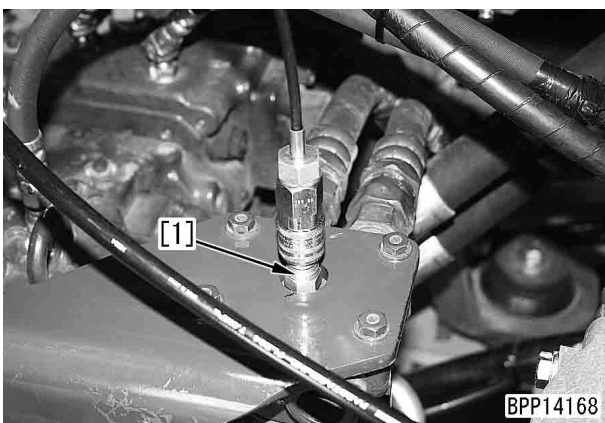
1. Open the side cover of the pump room and remove oil pressure pickup plug (1) from the engine oil filter.



5. After finishing measurement, remove the measuring tools and return the removed parts.



2. Install nipple [1] of hydraulic tester **E1** and connect hydraulic tester **E2**.



3. Start the engine and turn the auto-decelerator OFF.
4. Run the engine and measure the engine oil pressure at high idle and low idle.

## Handling fuel system parts

- ★ Precautions for checking and maintaining fuel system  
The common rail fuel injection system (CRI) consists of more precise parts than the conventional fuel injection pump and nozzle. If foreign matter enters this system, it can cause a trouble.  
When checking and maintaining the fuel system, take care more than the past. If dust, etc. sticks to any part, wash that part thoroughly with clean fuel.
- ★ Precautions for replacing fuel filter cartridge  
Be sure to use the Komatsu genuine fuel filter cartridge.  
Since the common rail fuel injection system (CRI) consists of more precise parts than the conventional fuel injection pump and nozzle, it employs a high-efficiency special filter to prevent foreign matter from entering it. If a filter other than the genuine one is used, the fuel system may have a trouble. Accordingly, never use such a filter.

## Releasing residual pressure from fuel system

- ★ Pressure is generated in the low-pressure circuit and high-pressure circuit of the fuel system while the engine is running.  
Low-pressure circuit:  
Feed pump – Fuel main filter – Supply pump  
High-pressure circuit:  
Supply pump – Common rail – Injector
- ★ The pressure in both low-pressure circuit and high-pressure circuit lowers to a safety level automatically 30 seconds after the engine is stopped.
- ★ Before the fuel circuit is checked and its parts are removed, the residual pressure in the fuel circuit must be released completely. Accordingly, observe the following.
  - ⚠ **Before checking the fuel system or removing its parts, wait at least 30 seconds after stopping the engine until the residual pressure in the fuel circuit is released. (Do not start the work just after stopping the engine since there is residual pressure.)**

## Measuring fuel pressure

★ Measuring tools for fuel pressure

Symbol	Part No.	Part name
1	799-101-5002	Hydraulic tester
	790-261-1204	Digital hydraulic tester
F 2	6732-81-3170	Adapter (10 × 1.0 mm → R1/8)
	6215-81-9710	O-ring
3	799-401-2320	Hydraulic tester

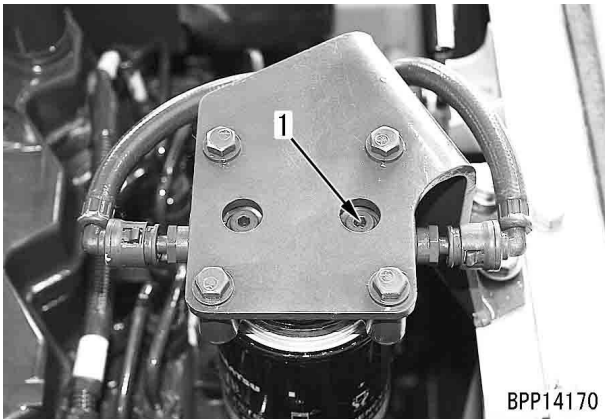
⚠ **Stop the machine on a level ground and lower the work equipment to the ground.**

★ Measure only the fuel pressure in the low-pressure circuit from the feed pump through the fuel main filter to the supply pump and the return circuit from the supply pump/common rail/injector to fuel tank.

⚠ **Since the pressure in the high-pressure circuit from the supply pump through the common rail to the injector is very high, it cannot be measured.**

### 1. Measuring pressure in fuel low-pressure circuit

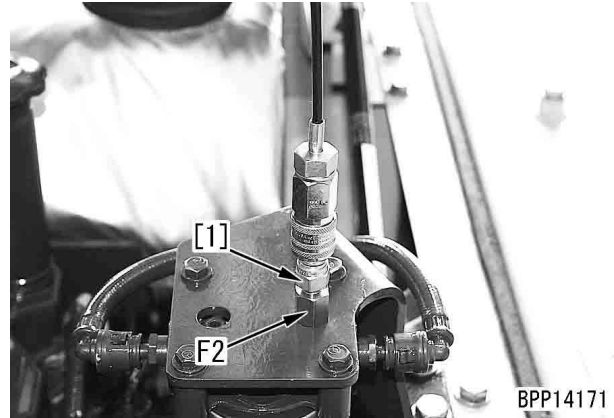
1) Open the engine hood and remove fuel pressure pickup plug (1) from the fuel main filter.



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2) Install adapter **F2** and nipple [1] of hydraulic tester **F1** and connect them to oil pressure gauge [2]

★ Use the oil pressure gauge of 2.5 MPa {25 kg/cm<sup>2</sup>}.



BPP14171

3) Run the engine at low idle and measure the pressure in the fuel low-pressure circuit.

★ If the pressure in the fuel low-pressure circuit is in the following range, it is normal.

At low idle	0.5 – 1.3 MPa {5.1 – 13.3 kg/cm <sup>2</sup> }
During cranking	0.3 – 1.1 MPa {3.1 – 11.3 kg/cm <sup>2</sup> }

⚠ **If the engine cannot be started, you may measure the fuel pressure while rotating the engine with the starting motor. Do not rotate for more than 20 seconds continuously, however, for protection of the starting motor.**



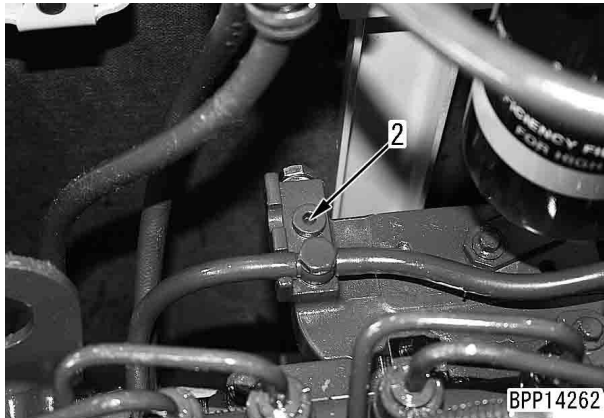
BPP14172

4) After finishing measurement, remove the measuring tools and return the removed parts.

⊞ Fuel pressure pickup plug:  
**10 ± 2 Nm {1 ± 0.2 kgm}**

## 2. Measuring pressure in fuel return circuit

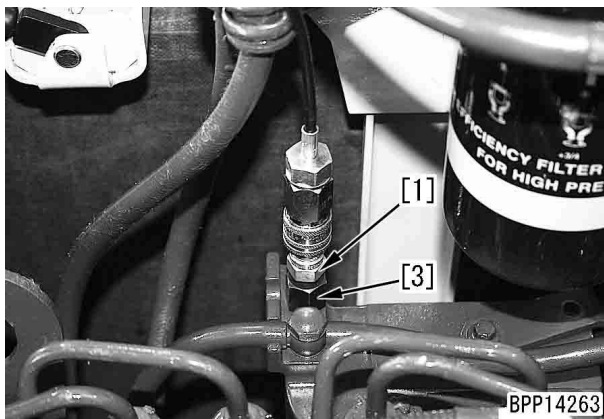
- 1) Open the engine hood and remove fuel pressure pickup plug (2) from the fuel return block.



- 2) Install nipple [3] of hydraulic tester F1 and nipple [1] and connect them to hydraulic tester F3.

★ Nipple [3]:

790-301-1181, 07002-11223



- 3) Run the engine at low idle and measure the pressure in the fuel return circuit.

★ If the pressure in the fuel return circuit is in the following range, it is normal.

At low idle	Max. 0.02 MPa
During cranking	{Max. 0.19 kg/cm <sup>2</sup> }

**⚠ If the engine cannot be started, you may measure the fuel pressure while rotating the engine with the starting motor. Do not rotate for more than 20 seconds continuously, however, for protection of the starting motor.**



- 4) After finishing measurement, remove the measuring tools and return the removed parts.

☞ Fuel pressure pickup plug:

**24 ± 4 Nm {2.4 ± 0.4 kgm}**

## Measuring fuel return rate and leakage

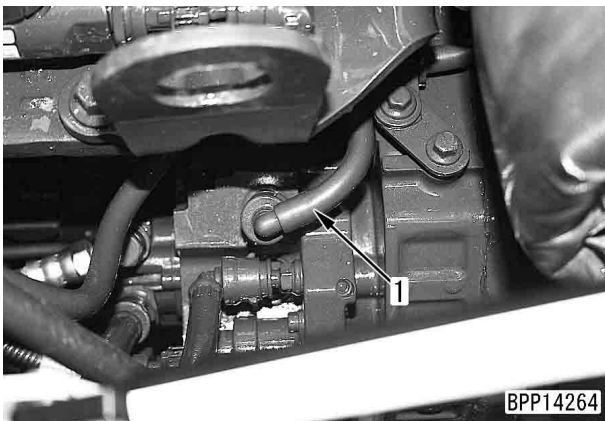
★ Measuring tools for fuel return rate and leakage

Symbol	Part No.	Part name
G	1	(Not set yet) Supply pump testing tool
	2	(Not set yet) Pressure limiter testing tool
	3	(Not set yet) Injector testing tool
	4	Commercially available Measuring cylinder

⚠ Stop the machine on a level ground and lower the work equipment to the ground.

### 1. Measuring return rate from supply pump

- 1) Open the engine hood and disconnect return hose (1) of the supply pump.

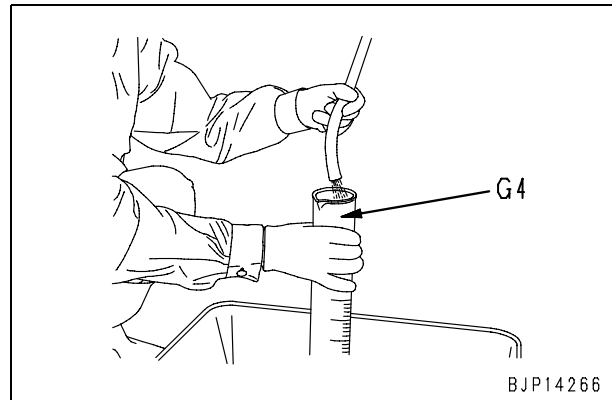


- 2) Connect testing tool **G1** to the supply pump side and insert its end in measuring cylinder **G4**.
- 3) Connect blocking tool **G1** to the return hose side to prevent the fuel from leaking.
- 4) Run the engine at low idle and measure the return rate from the supply pump.

★ If the return rate from the supply pump is in the following range, it is normal.

At low idle	Max. 1,000 cc/min
During cranking	Max. 140 cc/min

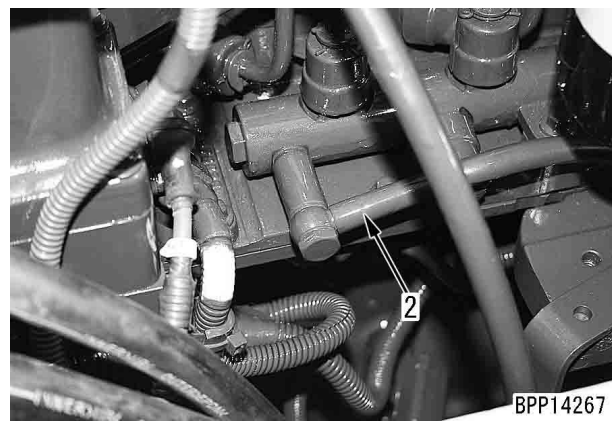
⚠ If the engine cannot be started, you may measure the fuel return rate while rotating the engine with the starting motor. Do not rotate for more than 20 seconds continuously, however, for protection of the starting motor.



- 5) After finishing measurement, remove the measuring tools and return the removed parts.

### 2. Measuring leakage from pressure limiter

- 1) Open the engine hood and disconnect return hose (2) of the pressure limiter.

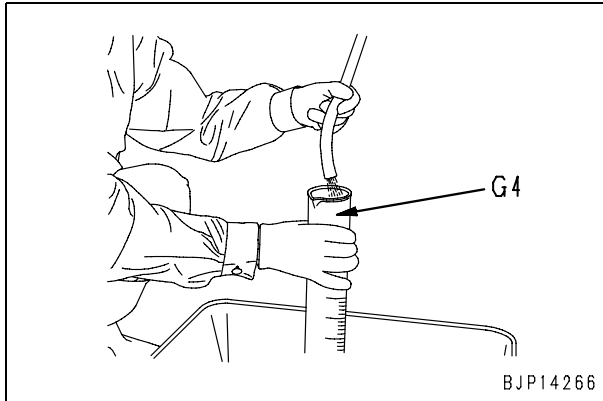


- 2) Connect testing tool **G2** to the pressure limiter side and insert its end in measuring cylinder **G4**.
- 3) Connect blocking tool **G2** to the return hose side to prevent the fuel from leaking.
- 4) Run the engine at low idle and measure the leakage from the pressure limiter.

★ If the leakage from the pressure limiter is in the following range, it is normal.

At low idle	0 cc (No leakage)
-------------	-------------------





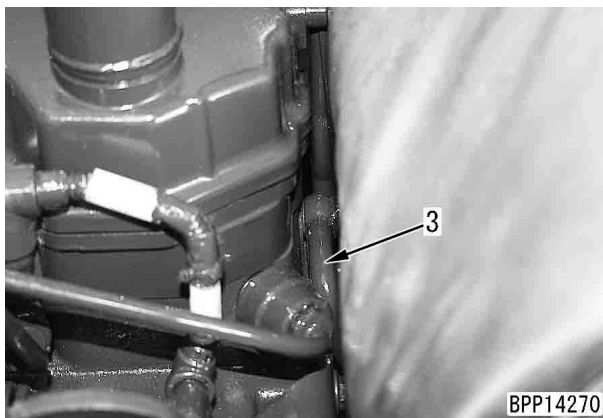
- 5) After finishing measurement, remove the measuring tools and return the removed parts.

↺ Joint bolt:

**$24 \pm 4 \text{ Nm}$  { $2.4 \pm 0.4 \text{ kgm}$ }**

### 3. Measuring return rate from injector

- 1) Open the engine hood and disconnect return hose (3) of the cylinder head.

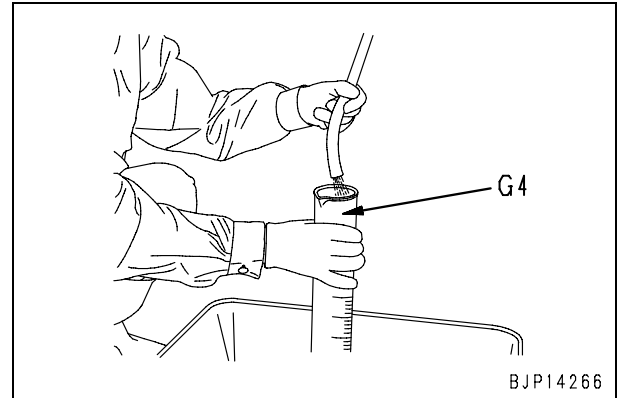


- 2) Connect testing tool **G3** to the cylinder head side and insert its end in measuring cylinder **G4**.
- 3) Connect blocking tool **G3** to the return hose side to prevent the fuel from leaking.
- 4) Run the engine at low idle and measure the return rate from the injector.

★ If the return rate from the injector is in the following range, it is normal.

At low idle	Max. 180 cc/min
During cranking	Max. 90 cc/min

⚠ If the engine cannot be started, you may measure the fuel return rate while rotating the engine with the starting motor. Do not rotate for more than 20 seconds continuously, however, for protection of the starting motor.



- 5) After finishing measurement, remove the measuring tools and return the removed parts.

↺ Joint bolt:

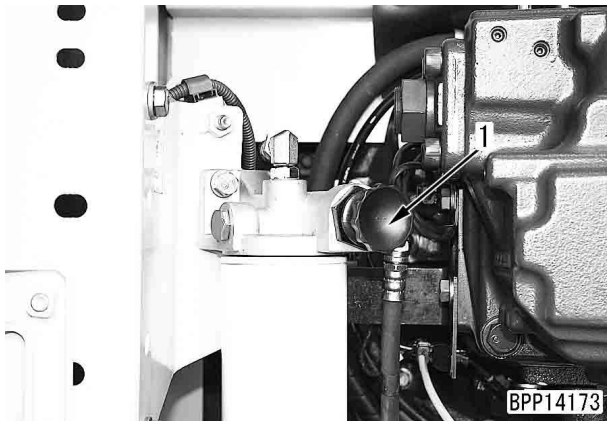
**$24 \pm 4 \text{ Nm}$  { $2.4 \pm 0.4 \text{ kgm}$ }**

## Bleeding air from fuel circuit

★ If fuel is used up or if a fuel circuit part is removed and installed, bleed air from the fuel circuit according to the following procedure.

**▲ Stop the machine on a level ground and lower the work equipment to the ground.**

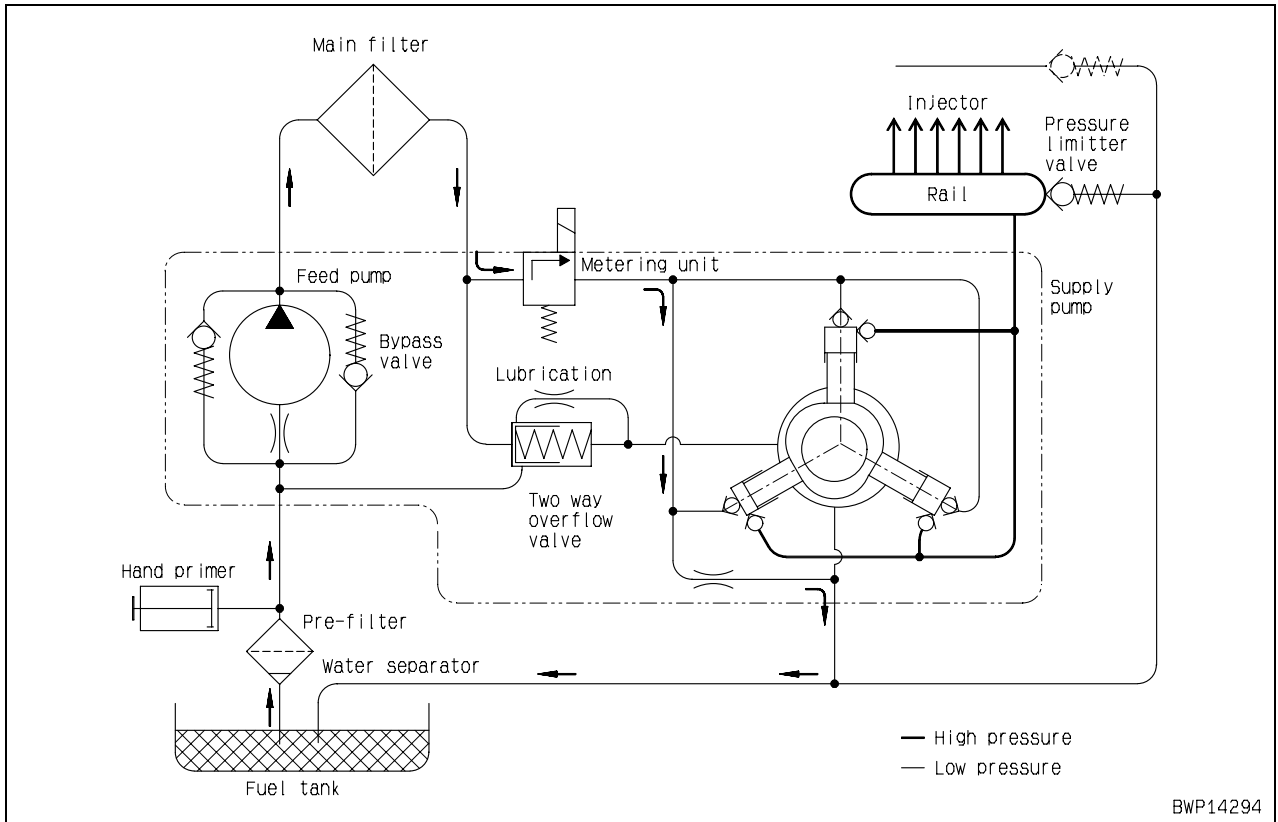
1. Fill the fuel tank with fuel.
  - ★ Add fuel until the float of the sight gauge reaches the maximum position.
2. Open the side cover of the pump room.
3. Loosen knob (1) of the feed pump and pull it out, and then operate it forward and backward.
  - ★ Move the knob until it becomes heavy.
  - ★ The plug at the top of the fuel main filter does not need to be removed.



4. After bleeding air, push in and tighten knob (1).

★ Air bleeding route of fuel circuit

Fuel tank → Pre-filter → Feed pump → Main filter → Metering unit → Fuel tank



## Checking fuel circuit for leakage

**⚠ Very high pressure is generated in the high-pressure circuit of the fuel system. If fuel leaks while the engine is running, it is dangerous since it can catch fire.**

**After checking the fuel system or removing its parts, check it for fuel leakage according to the following procedure.**

**⚠ Stop the machine on a level ground and lower the work equipment to the ground.**

- ★ Clean and degrease the engine and the parts around it in advance so that you can check it easily for fuel leakage.
1. Spray color checker (developer) over the fuel supply pump, common rail, fuel injector, and joints of the high-pressure piping.
  2. Run the engine at speed below 1,000 rpm and stop it after its speed is stabilized.
  3. Check the fuel piping and devices for fuel leakage.
    - ★ Check mainly around the high-pressure circuit parts coated with the color checker for fuel leakage.
    - ★ If any fuel leakage is detected, repair it and check again from step 2.
  4. Run the engine at low idle.
  5. Check the fuel piping and devices for fuel leakage.
    - ★ Check mainly around the high-pressure circuit parts coated with the color checker for fuel leakage.
    - ★ If any fuel leakage is detected, repair it and check again from step 2.
  6. Run the engine at high idle.
  7. Check the fuel piping and devices for fuel leakage.
    - ★ Check around the high-pressure circuit parts coated with the color checker for fuel leakage.
    - ★ If any fuel leakage is detected, repair it and check again from step 2.
  8. Run the engine at high idle and load it.
    - ★ Relieve the arm circuit at the IN stroke end.

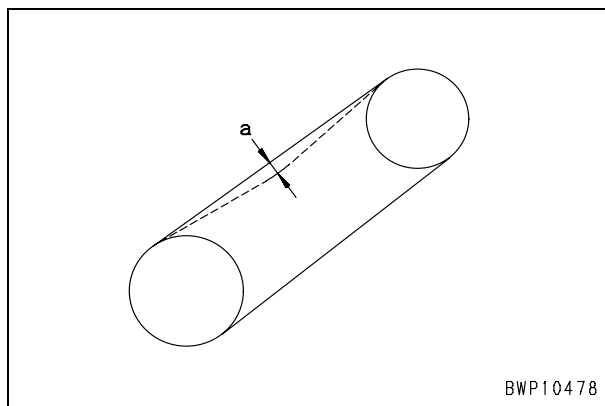
9. Check the fuel piping and devices for fuel leakage.
  - ★ Check mainly around the high-pressure circuit parts coated with the color checker for fuel leakage.
  - ★ If any fuel leakage is detected, repair it and check again from step 2.
  - ★ If no fuel leakage is detected, check is completed.

## Checking and adjusting air conditioner compressor belt tension

**⚠ Stop the machine on a level ground and lower the work equipment to the ground.**

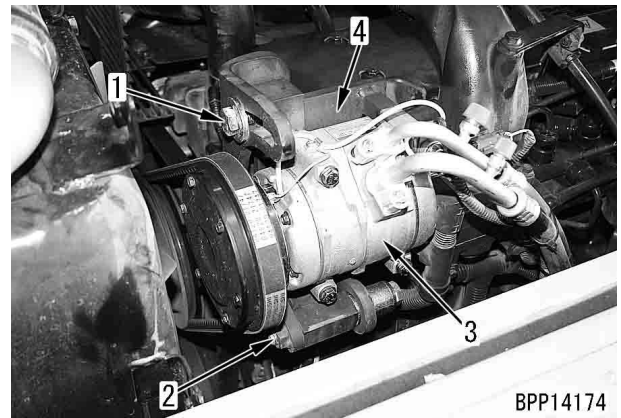
### Checking

1. Open the engine hood and remove the belt guard from the top of the air conditioner compressor.
2. Press the intermediate point of the belt between fan pulley and compressor pulley with a finger and measure deflection (a) of the belt.
  - Belt pressing force: 98 N {10 kg}



### Adjusting

- ★ If the belt deflection is abnormal, adjust it according to the following procedure.
1. Loosen bolts (1) and (2).
  2. Move compressor (3) and bracket (4) together to adjust the belt tension.
  3. After positioning compressor (3), tighten bolts (1) and (2).
    - ★ Check each pulley for breakage, wear of the V-groove, and contact of the V-belt and V-groove.
    - ★ If the V-belt is so lengthened that the adjustment allowance is eliminated or it has a cut or a crack, replace it.
    - ★ If the belt is replaced, adjust their tension again after operating the machine for 1 hour.
    - ★ After tightening the bolts, check the belt tension again according to the above procedure.



4. After finishing measurement, return the removed parts.

## Measuring swing circle bearing clearance

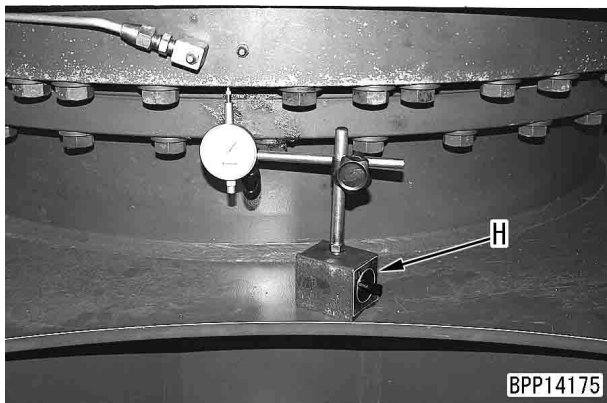
- ★ Measuring tools for swing circle bearing clearance

Symbol	Part No.	Part name
H	Commercially available	Dial gauge

- ★ When measuring the swing circle bearing clearance installed to the machine, perform the following procedure.

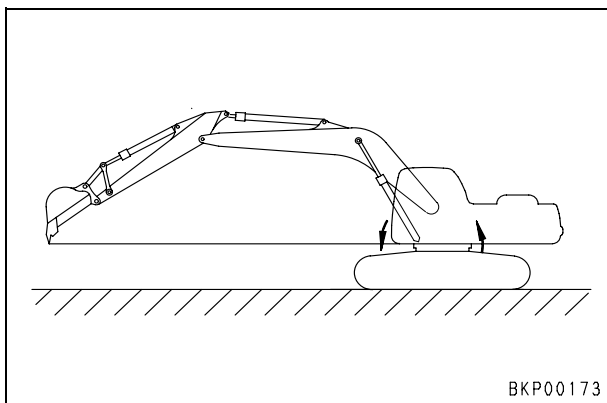
- ▲ **Stop the machine on a level ground and lower the work equipment to the ground.**
- ▲ **Do not put your hands or feet under the undercarriage during measurement.**

1. Fix dial gauge **H** to the track frame and apply the probe to the lower end of the outer race.



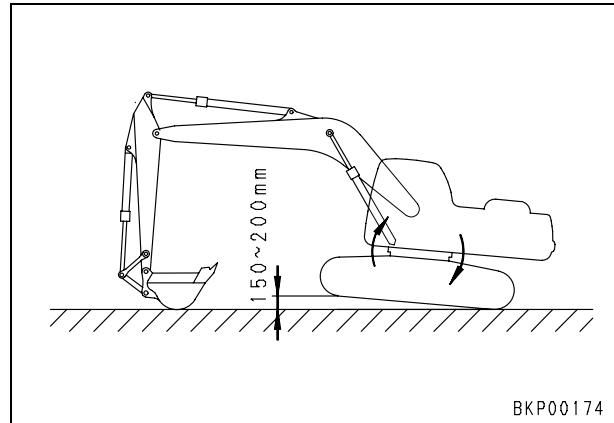
2. Set the work equipment to the maximum reach position and set the bucket tip to the height of the under side of the revolving frame.
  - ★ At this time the front of the upper structure lowers and the rear rises.

3. Set dial gauge **H** to the 0 point.



4. Set the arm almost perpendicular to the ground and lower the boom until the front track shoe floats.
  - ★ At this time the front of the upper structure rises and the rear lowers.

5. Under this condition, read dial gauge **H**.
  - ★ The value indicated by dial gauge **H** is the clearance of the bearing.
  - ★ For the standard value, see Structure, function and maintenance standard, "Swing circle".

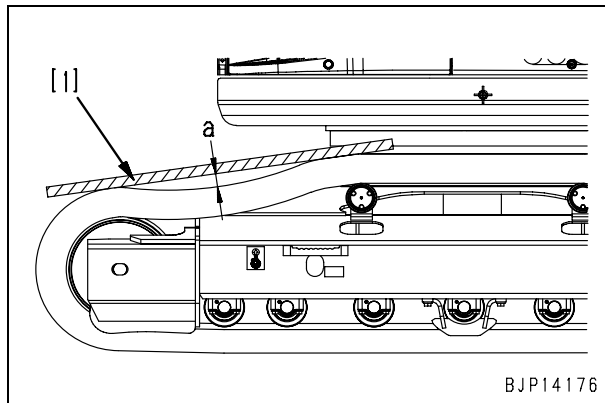


6. Return the machine to the condition of step 2 and check that dial gauge **H** indicates 0.
  - ★ If the dial gauge does not indicate 0, repeat steps 2 through 5.

## Checking and adjusting track shoe tension

### Checking

1. Run the engine at low idle and drive the machine forward by the length of track on ground, and then stop slowly.
2. Place steel bar [1] on the track shoe between the idler and the 1st carrier roller.
  - ★ As the steel bar, use an angle steel, etc. which will be deflected less.
3. Measure maximum clearance (a) between steel bar [1] and track shoe.
  - Standard maximum clearance (a):  
10 – 30 mm

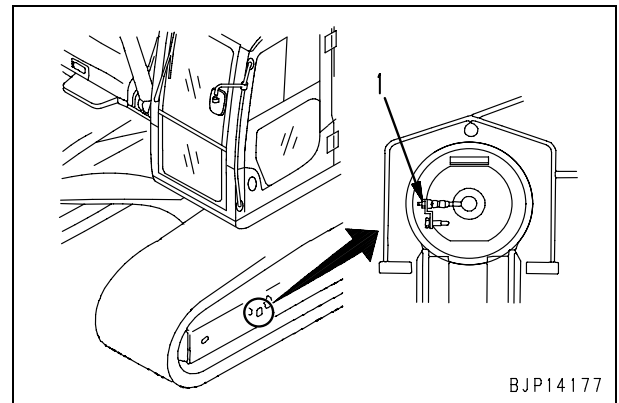


### Adjusting

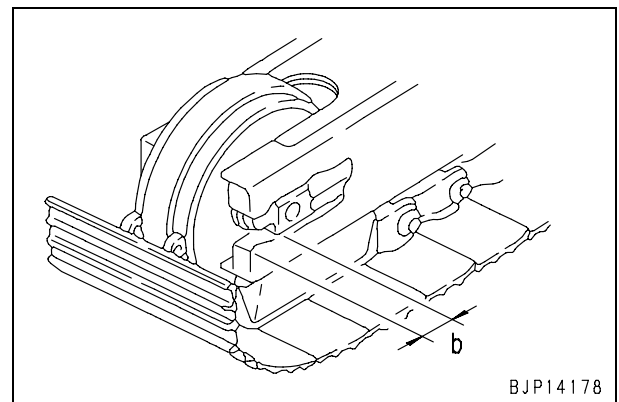
- ★ If the track shoe tension is abnormal, adjust it according to the following procedure.

#### 1. Increasing tension

- 1) Add grease through grease fitting (1) with a grease gun.
- 2) To check that the tension is normal, run the engine at low idle and move the machine forward by the length of track on ground, then stop slowly.
- 3) After adjusting, check the track shoe tension again according to the above procedure.



- ★ You may add grease until dimension (b) between the idler guide and track frame end becomes 0 mm. If the tension is still low, the pins and bushings are worn much. In this case, reverse or replace the pins and bushings.

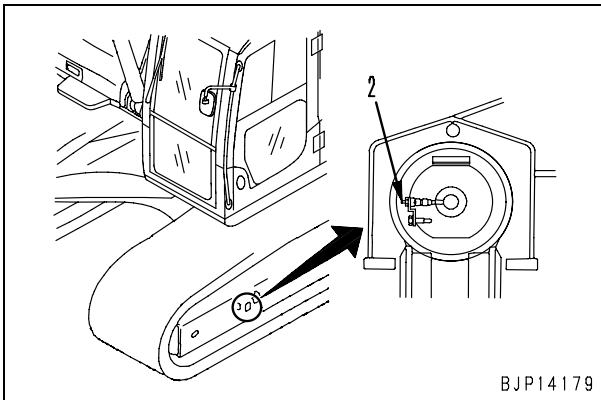


## 2. Decreasing tension

- 1) Loosen valve (2) to discharge grease, and then tighten it.

**⚠ Do not loosen the valve more than 1 turn. If it is loosened more, it may jump out because of the high-pressure grease in it.**

- 2) To check that the tension is normal, run the engine at low idle and move the machine forward by the length of track on ground, then stop slowly.
- 3) After adjusting, check the track shoe tension again according to the above procedure.





## Measuring and adjusting oil pressure in work equipment, swing, and travel circuits

★ Measuring and adjusting tools for oil pressure in work equipment, swing, and travel circuits

Symbol	Part No.	Part name	
J	1	799-101-5002	Hydraulic tester
		790-261-1204	Digital hydraulic tester
	2	799-101-5220	Nipple (10 × 1.25 mm)
		07002-11023	O-ring

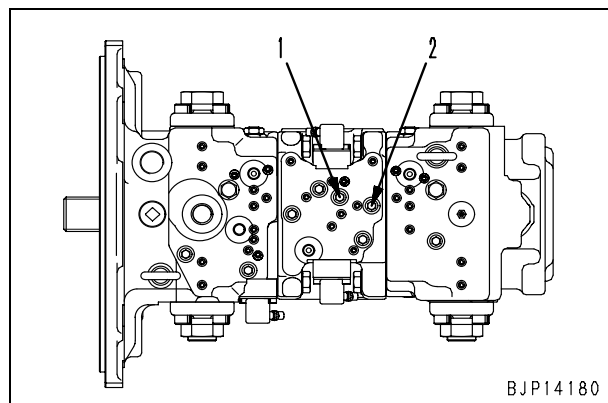
⚠ **Stop the machine on a level ground and lower the work equipment to the ground. Then, release the residual pressure from the hydraulic circuit. For details, see "Releasing residual pressure from hydraulic circuit".**

### Measuring

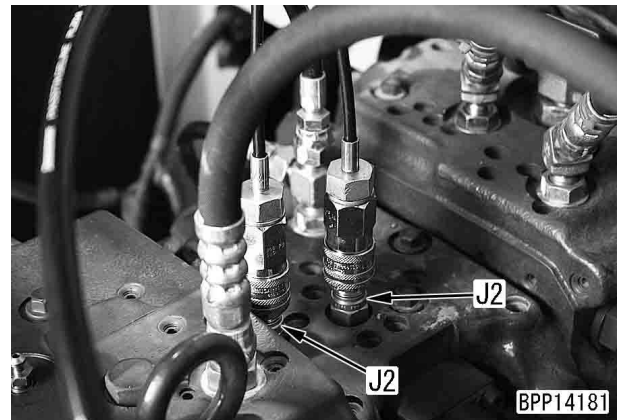
- ★ The oil pressure in the work equipment, swing, and travel circuits (pump discharge pressure) can be checked with monitoring function of the machine monitor, too (For details, see "Special functions of machine monitor").
  - Monitoring code: 01100 F pump pressure
  - Monitoring code: 01101 R pump pressure
- ★ Measure the oil pressure in the work equipment, swing, and travel circuits under the following condition.
  - Hydraulic oil temperature: Within operating range

### 1. Preparation work

- 1) Open the side cover of the pump room and remove oil pressure pickup plugs (1) and (2).
  - (1): Front pump discharge pressure pickup plug
  - (2): Rear pump discharge pressure pickup plug



- 2) Install nipples **J2** and connect oil pressure gauges [1] of hydraulic tester **J1**.
  - ★ Use the oil pressure gauges of 58.8 MPa {600 kg/cm<sup>2</sup>}.



### 2. Combination of pump, actuator, and valve

- ★ When the oil from the pumps is divided, the front pump and rear pump act independently on each actuator. Note that different actuators relieve different valves.
- ★ When the work equipment circuit or swing circuit is relieved singly, the oils of the pumps are merged. When the travel circuit is relieved singly, the oils of the pumps are divided.
- ★ The actuators in the table are arranged in the order when the control valve is seen from the front of the machine (and an attachment is installed to the service valve).

	Actuator	Valve relieved
Rear pump	(R unload valve) (R main relief valve)	
	Service	Safety-suction valve
	Bucket	R main relief valve
	Left travel	R main relief valve
	Boom	Raise:
Lower:		Safety-suction valve
(Pump merge-divider valve) (Travel junction valve)		
Front pump	(Self pressure reducing valve)	
	Swing	Swing motor safety valve
	Right travel	F main relief valve
	Arm	F main relief valve
	(F unload valve) (F main relief valve)	
(Centralized safety valve) (Back pressure valve)		

### 3. Measuring unload pressure

- 1) Start the engine, set the working mode in the power mode (P), and turn the auto-decelerator OFF.
- 2) Run the engine at high idle, set all the levers and pedals for work equipment control, swing control, and travel in neutral, and measure the oil pressure.
  - ★ The pressure measured when the unload valve is unloaded is indicated.



### 4. Measuring work equipment relief pressure

- 1) Start the engine and move the cylinder to be measured to the stroke end.
- 2) Set the working mode in the power mode (P).
- 3) Run the engine at high idle, operate the right and left work equipment control levers to relieve the cylinder, and measure the oil pressure.
  - ★ The pressure measured when the main relief valve is relieved is indicated (If the boom is lowered singly, the safety-suction valve of the control valve for lowering the boom is relieved).
  - ★ If the power maximizing switch is released, the main relief valve is relieved at low pressure. If the former is pressed, the latter is relieved at high pressure.
  - ★ If the swing lock switch is set in turned ON, the 2-stage relief solenoid valve is kept turned ON and the relief valve is relieved at high pressure. Accordingly, keep the swing lock switch turned OFF.

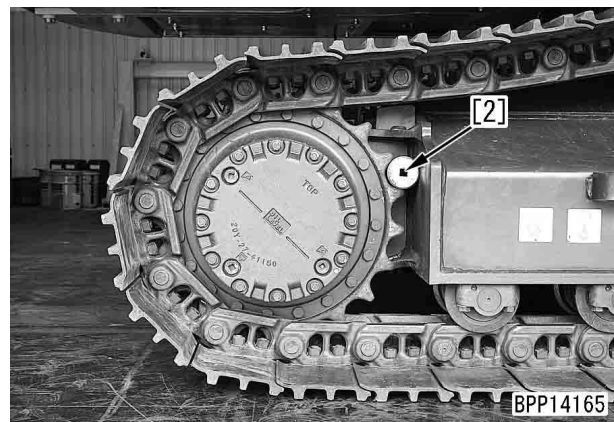
### 5. Measuring swing relief pressure

- 1) Start the engine, set the working mode in the power mode (P), and turn the swing lock switch ON.

- 2) Run the engine at high idle, operate the left work equipment control lever to relieve the swing motor, and measure the oil pressure.
  - ★ The pressure measured when the swing motor relief valve is relieved is indicated.
  - ★ The swing relief pressure is lower than the main relief pressure.

### 6. Travel relief pressure

- 1) Run the engine and lock the travel mechanism.
  - ⚠ Put pin [2] between the sprocket and track frame to lock the travel mechanism securely.



- 2) Set the working mode in the power mode (P).
- 3) Run the engine at high idle, operate the travel lever and pedal to relieve the travel motor, and measure the oil pressure.
  - ⚠ Before operating the travel lever and pedal, check the position and locking direction of the locked sprocket again.
  - ★ The pressure measured when the main relief valve of the control valve is relieved is indicated. The travel circuit is always relieved at high pressure.

### 7. Work after finishing measurement

After finishing measurement, remove the measuring tools and return the removed parts.

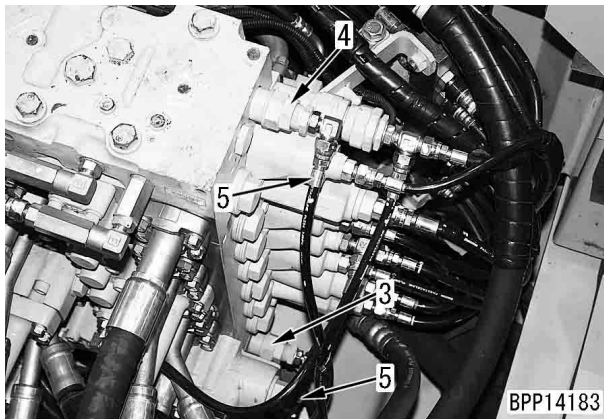
- 🔧 Oil pressure pickup plug:  
20 – 27 Nm {2.0 – 2.8 kgm}

### Adjusting

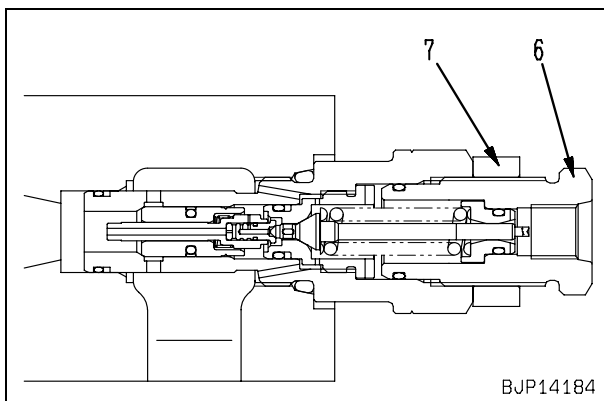
- ★ The unload valve and safety-suction valve for lowering the boom cannot be adjusted.

### 1. Adjusting work equipment and travel relief pressure

- ★ If the relief pressure of the work equipment circuit and travel circuit is abnormal, adjust main relief valves (3) and (4) according to the following procedure.
  - (3): Front (F) main relief valve
  - (4): Rear (R) main relief valve
- ★ When adjusting the main relief valves, remove the top cover of the control valve.
- ★ Adjust only the low relief pressure of the main relief valve. If the low repair procedure is adjusted, the high repair procedure is set automatically.
- ★ The low relief pressure is the pressure applied when the 2-stage relief solenoid valve is turned OFF and the pilot pressure is not applied to the selector port.



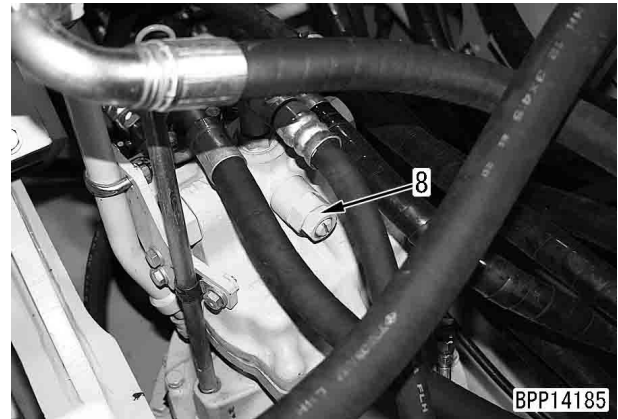
- 1) Disconnect pilot hose (5).
- 2) While fixing holder (6), loosen locknut (7).
- 3) Turn holder (6) to adjust the set pressure.
  - ★ If the holder is
    - Turned to the right, the set pressure is increased.
    - Turned to the left, the set pressure is decreased.
  - ★ Quantity of adjustment per turn of holder: **Approx. 20.5 MPa {Approx. 209 kg/cm<sup>2</sup>}**
- 4) While fixing holder (6), tighten locknut (7).
  - ☞ Locknut: **49 – 58.8 Nm {5 – 6 kgm}**



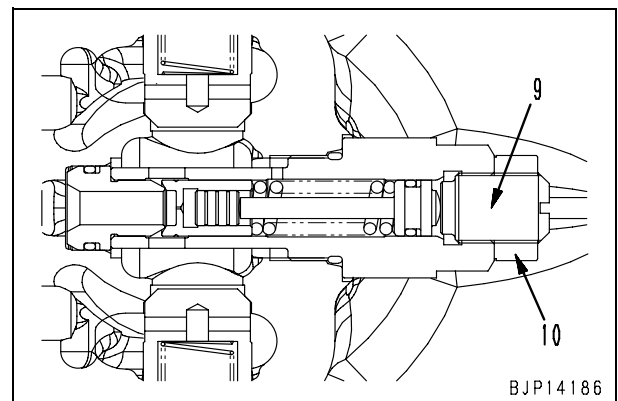
- 5) Connect pilot hose (5).
- 6) After finishing adjustment, check again that the oil pressure is normal according to the above described measurement procedure.

### 2. Adjusting swing relief pressure

- ★ If the swing relief pressure is abnormal, adjust safety valve (8) of the swing motor according to the following procedure.



- 1) While fixing adjustment screw (9), loosen locknut (10).
- 2) Turn adjustment screw (9) to adjust the pressure.
  - ★ If the adjustment screw is
    - Turned to the right, the set pressure is increased.
    - Turned to the left, the set pressure is decreased.
  - ★ Quantity of adjustment per turn of adjustment screw: **Approx. 6.7 MPa {Approx. 68.4 kg/cm<sup>2</sup>}**
- 3) While fixing adjustment screw (9), tighten locknut (10).
  - ☞ Locknut: **78 – 103 Nm {8 – 10.5 kgm}**



- 4) After finishing adjustment, check again that the oil pressure is normal according to the above described measurement procedure.

### Measuring control circuit basic pressure

★ Measuring tools for control circuit basic pressure

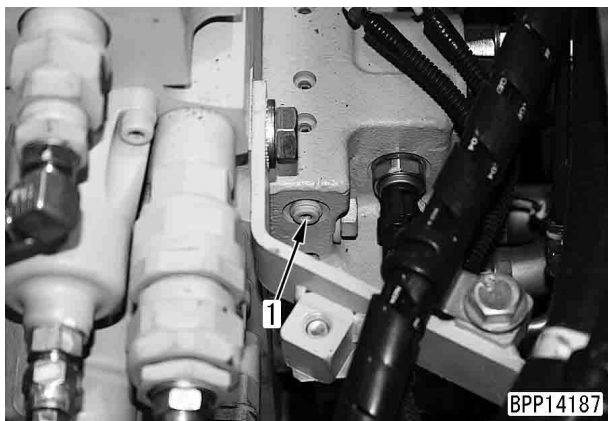
Symbol	Part No.	Part name
K	1	799-101-5002 Hydraulic tester
		790-261-1204 Digital hydraulic tester
2		799-101-5220 Nipple (10 × 1.25 mm)
		07002-11023 O-ring

⚠ Stop the machine on a level ground and lower the work equipment to the ground. Then, release the residual pressure from the hydraulic circuit. For details, see “Releasing residual pressure from hydraulic circuit”.

★ Measure the control circuit basic pressure under the following condition.

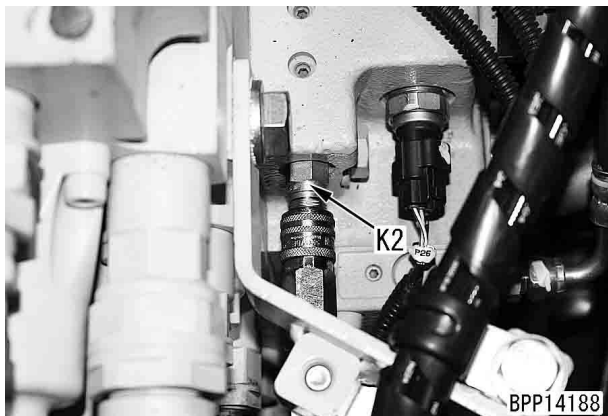
- Hydraulic oil temperature: Within operating range

1. Remove the control valve top cover and oil pressure pickup plug (1).



2. Install nipple **K2** and connect oil pressure gauge [1] of hydraulic tester **K1**.

★ Use the oil pressure gauge of 5.9 MPa {60 kg/cm<sup>2</sup>}.

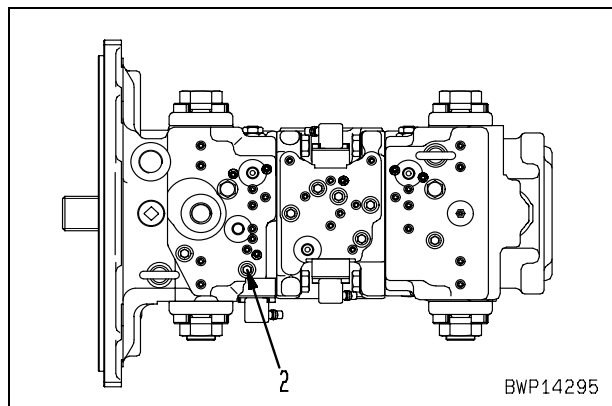


- Start the engine, set the working mode in the power mode (P), and turn the auto-decelerator OFF.
- Run the engine at high idle, set all the levers and pedals for work equipment control, swing control, and travel in neutral, and measure the oil pressure.



5. After finishing measurement, remove the measuring tools and return the removed parts.

★ The control circuit basic pressure may be measured with oil pressure pickup plug (2) on the hydraulic pump side.



★ Do not adjust the relief valve for control circuit basic pressure.

## Measuring and adjusting oil pressure in pump PC control circuit

- ★ Measuring and adjusting tools for oil pressure in pump PC control circuit

Symbol	Part No.	Part name
L	1	799-101-5002 Hydraulic tester
		790-261-1204 Digital hydraulic tester
2		799-101-5220 Nipple (10 × 1.25 mm)
		07002-11023 O-ring

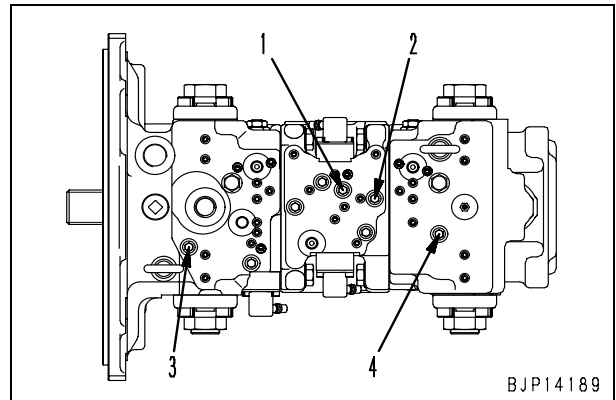
- ▲ **Stop the machine on a level ground and lower the work equipment to the ground. Then, release the residual pressure from the hydraulic circuit. For details, see “Releasing residual pressure from hydraulic circuit”.**

### Measuring

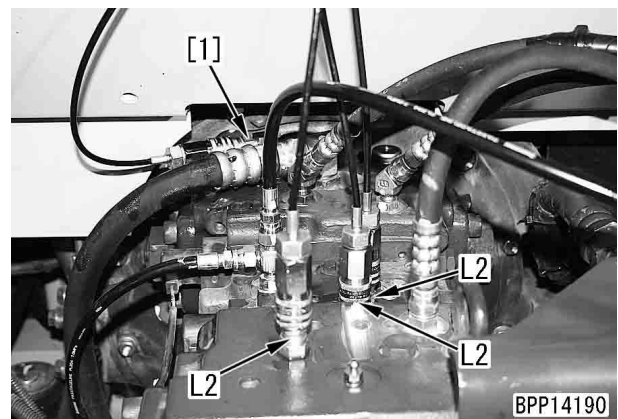
- ★ Before measuring the oil pressure in the PC control circuit, check that the oil pressure in the work equipment, swing, and travel circuits and the basic pressure of the control circuit are normal.
- ★ Measure the oil pressure in the pump PC control circuit under the following condition.
  - Hydraulic oil temperature: Within operating range

#### 1. Measuring PC valve output pressure (servo piston inlet pressure)

- ★ Measure the PC valve output pressure (servo piston inlet pressure) and pump discharge pressure simultaneously and compare them.
- 1) Open the side cover of the pump room and remove oil pressure pickup plugs (1), (2), (3), and (4).
    - (1): Front pump discharge pressure pickup plug
    - (2): Rear pump discharge pressure pickup plug
    - (3): Front PC valve output pressure pickup plug
    - (4): Rear PC valve output pressure pickup plug

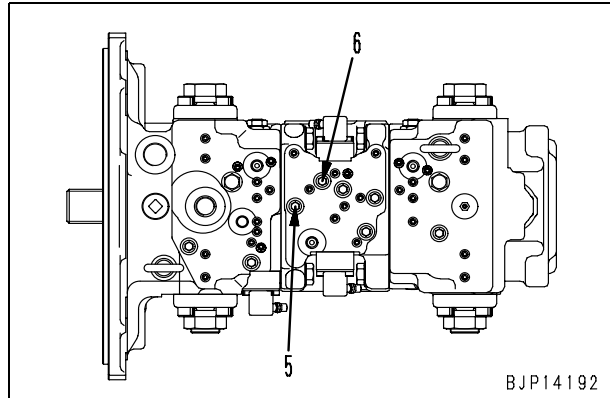


- 2) Install nipples L2 and nipples [1] of hydraulic tester L1 and connect them to oil pressure gauges [2].
  - ★ Connect the measuring part of plug (3) by using joint (790-301-1271) and elbow (790-301-1530) of hydraulic tester L1 and nipple [1] so that it will not interfere with the drain piping.
  - ★ Use the oil pressure gauges of 58.8 MPa {600 kg/cm<sup>2</sup>}.



- 3) Start the engine and move the arm cylinder to the IN stroke end.
- 4) Set the working mode in the power mode (P) and turn the swing lock switch ON.
  - ★ If the swing lock switch is turned ON, the main relief valve is set for high-pressure relief.

- 5) Run the engine at high idle, operate the left work equipment control lever to relieve the arm circuit at the IN stroke end, and measure the oil pressure.



- 2) Install nipples L2 and connect them to oil pressure gauges [2].
  - ★ Use the oil pressure gauges of 5.9 MPa {60 kg/cm<sup>2</sup>}.

★ Measuring condition and method of judgment: If the pressures are in the following ratio, the PC valve is normal.

Measured oil pressure	Operation of lever	Ratio of oil pressures
Pump discharge pressure	Arm IN relief	1
PC valve output pressure		Approx. 0.6 (Approx. 3/5)



★ If the PC valve or the servo piston is abnormal, the PC valve output pressure (servo piston inlet pressure) is "the same as the pump discharge pressure" or "almost 0".

- 6) After finishing measurement, remove the measuring tools and return the removed parts.

**2. Measuring PC-EPC valve output pressure**

- 1) Open the side cover of the pump room and remove oil pressure pickup plugs (5) and (6).
  - (5): Front PC-EPC valve output pressure pickup plug
  - (6): Rear PC-EPC valve output pressure pickup plug

- 3) Start the engine and set the working mode in the power mode (P).
- 4) Run the engine at high idle and low idle, set all the levers and pedals for work equipment control, swing control, and travel in neutral, and measure the oil pressure at each speed.



- ★ Measuring condition and method of judgment: If the output pressures are in the following ratio, the PC-EPC valve is normal.

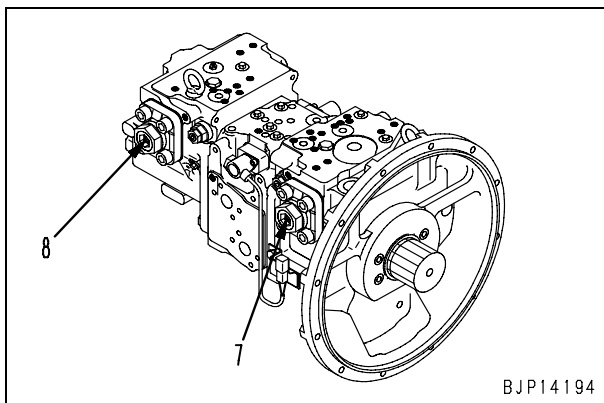
Engine	Operation of lever	Output pressure
Low idle	All control levers and pedals in neutral	Approx. 2.9 MPa {Approx. 30 kg/cm <sup>2</sup> }
High idle		0 MPa {0 kg/cm <sup>2</sup> }

- 5) After finishing measurement, remove the measuring tools and return the removed parts.

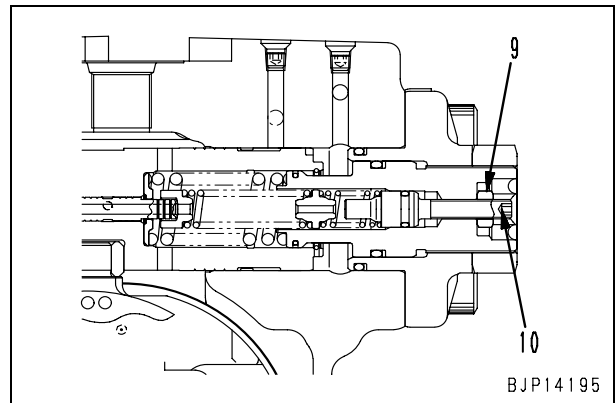
### Adjusting

#### Adjusting pump PC valve

- ★ If either of the following phenomena occurs and the PC valve seems to be defective, adjust PC valves (7) and (8) according to the procedure shown below.
  - As the working load increases, the engine speed lowers remarkably.
  - The engine speed is normal but the work equipment speed is low.
  - (7): Front pump PC valve
  - (8): Rear pump PC valve
- ★ The width across flats of the PC valve locknut is 13 mm and that of the adjustment screw (inside width) is 4 mm.  
Do not turn any other locknuts or adjustment screws since they affects the hydraulic pump performance.



1. Loosen locknut (9).
  - ★ Before loosening the locknut, make counter mark at the adjustment screw end so that you can see the position of the locknut before the adjustment (and you can return the locknut to its original position after turning it in reverse).
2. Turn adjustment screw (10) clockwise or counterclockwise to adjust.
  - ★ Turn the adjustment screw
    - Clockwise when the work equipment speed is low (to increase pump absorption torque) and
    - Counterclockwise when the engine speed lowers (to decrease pump absorption torque).
3. Tighten locknut (9).
  - 🔧 Locknut: **27 – 34 Nm {2.8 – 3.5 kgm}**



4. After finishing adjustment, check again that the PC valve output pressure (servo piston inlet pressure) is normal according to the above described measurement procedure.

## Measuring and adjusting oil pressure in pump LS control circuit

- ★ Measuring and adjusting tools for oil pressure in pump LS control circuit

Symbol	Part No.	Part name	
M	1	799-101-5002	Hydraulic tester
		790-261-1204	Digital hydraulic tester
	2	799-401-2701	Differential pressure gauge
	3	799-101-5220	Nipple (10 × 1.25 mm)
		07002-11023	O-ring

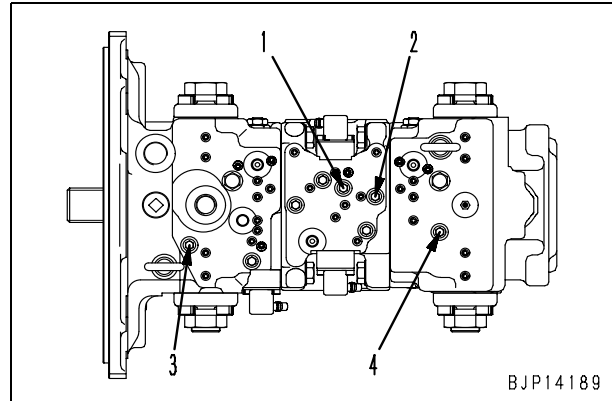
- ⚠ **Stop the machine on a level ground and lower the work equipment to the ground. Then, release the residual pressure from the hydraulic circuit. For details, see “Releasing residual pressure from hydraulic circuit”.**

### Measuring

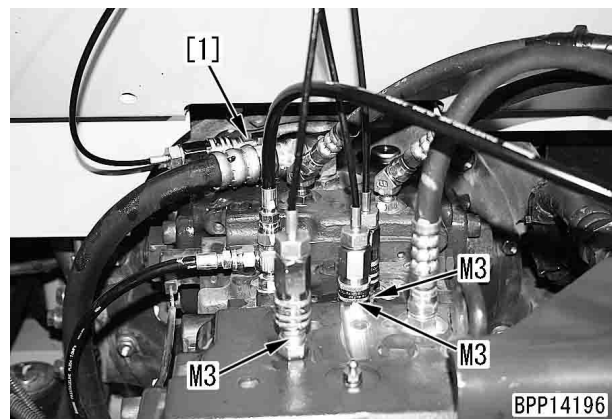
- ★ Before measuring the oil pressure in the PC control circuit, check that the oil pressure in the work equipment, swing, and travel circuits and the basic pressure of the control circuit are normal.
- ★ Measure the oil pressure in the pump LS control circuit under the following condition.
  - Hydraulic oil temperature: Within operating range

#### 1. Measuring LS valve output pressure (servo piston inlet pressure)

- ★ Measure the LS valve output pressure (servo piston inlet pressure) and pump discharge pressure simultaneously and compare them.
- 1) Open the side cover of the pump room and remove oil pressure pickup plugs (1), (2), (3), and (4).
    - (1): Front pump discharge pressure pickup plug
    - (2): Rear pump discharge pressure pickup plug
    - (3): Front LS valve output pressure pickup plug
    - (4): Rear LS valve output pressure pickup plug



- 2) Install nipples **M3** and nipples [1] of hydraulic tester **M1** and connect them to oil pressure gauges [2].
  - ★ Connect the measuring part of plug (3) by using joint (790-301-1271) and elbow (790-301-1530) of hydraulic tester **M1** and nipple [1] so that it will not interfere with the drain piping.
  - ★ Use the oil pressure gauges of 58.8 MPa {600 kg/cm<sup>2</sup>}.



- 3) Start the engine and push up the track shoe on the side to be measured with the work equipment and prepare for running the track shoe idle.
  - When measuring front circuit: Right track shoe
  - When measuring rear circuit: Left track shoe
  - ⚠ **Since the raised track shoe will be run idle during measurement, secure a sufficient working area.**
- 4) Set the working mode in the power mode (P) and set the travel speed in the High position.



- 5) Run the engine at high idle, set all the levers and pedals for work equipment control, swing control, and travel in neutral, and measure the oil pressure at each speed. Then, operate the travel lever to run the track shoe idle and measure the oil pressure.

⚠ **While checking the safety around the machine extremely, run the track shoe pushed up idle.**

- ★ Do not operate the travel lever to the stroke end (but stop it halfway).



- ★ Measuring condition and method of judgment: If the pressures are in the following ratio, the LS valve is normal.

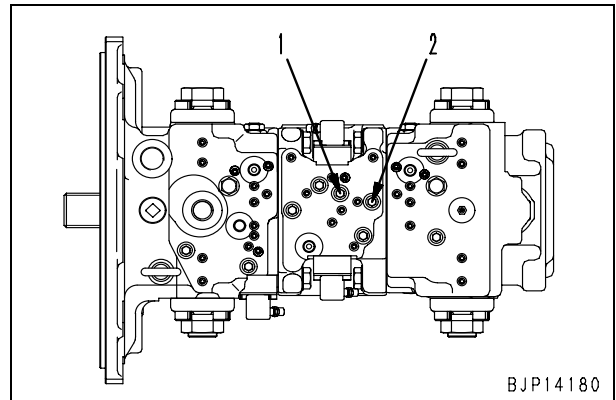
Measured oil pressure	Operation of lever and ratio of oil pressures	
	All control levers and pedals in neutral	Travel lever moved half-way (Track shoe run idle)
Pump discharge pressure	Almost same	1
LS valve output pressure		Approx. 0.6 (Approx. 3/5)

- 6) After finishing measurement, remove the measuring tools and return the removed parts.

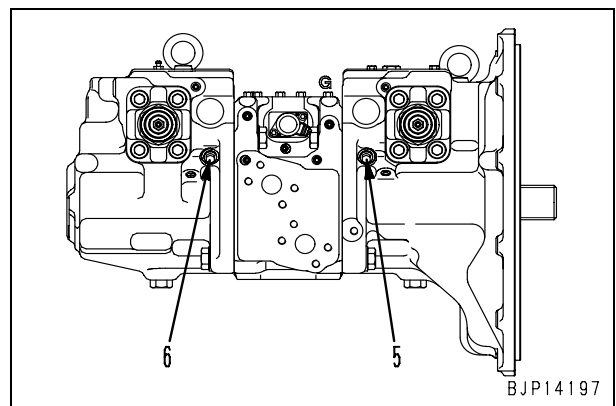
## 2. Measuring LS differential pressure

★ Measure the pump discharge pressure and LS pressure (actuator load pressure) simultaneously and calculate the difference between them.

- 1) Open the side cover of the pump room and remove oil pressure pickup plugs (1), (2), (5), and (6).
  - (1): Front pump discharge pressure pickup plug
  - (2): Rear pump discharge pressure pickup plug



- (5): Front LS pressure pickup plug
- (6): Rear LS pressure pickup plug



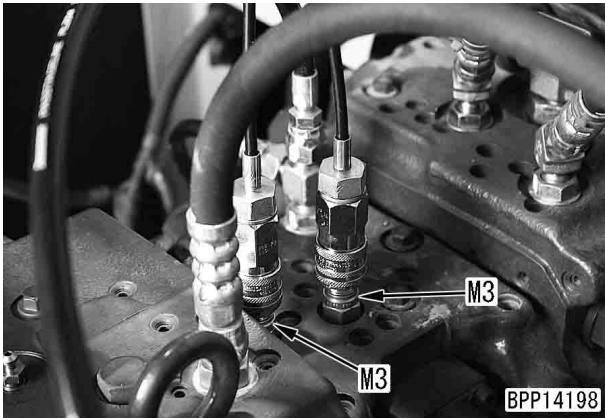
- 2) Install nipples **M3** and connect it to differential pressure gauge **M2** or the oil pressure gauge of hydraulic tester **M1**.

★ When using differential pressure gauge **M2**:

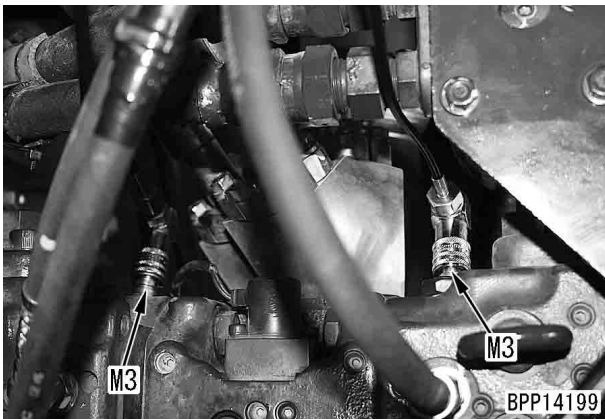
Connect the pump discharge pressure to the high pressure side (back side) and connect the LS pressure to the low pressure side (lower side). Since the differential pressure gauge needs a 12V power source, connect it to a battery.

★ When using oil pressure gauge (in **M1**): Use the oil pressure gauge of 58.8 MPa {600 kg/cm<sup>2</sup>} having the unit of 0.98 MPa {10 kg/cm<sup>2</sup>}. Since the differential pressure is about 3.9 MPa {40 kg/cm<sup>2</sup>} at maximum, measure it by installing the same gauge to the pickup plugs alternately.

- The figure shows the pump discharge pressure side.



- The figure shows the LS pressure side.



- 3) Run the engine, push up the track shoe on the side to be measured with the work equipment, and prepare for running track shoe idle.
  - When measuring front circuit: Right track shoe
  - When measuring rear circuit: Left track shoe
  - ⚠ **Since the raised track shoe will be run idle during measurement, secure a sufficient working area.**
- 4) Set the working mode in the power mode (P) and set the travel speed in the High position.
- 5) Run the engine at high idle, set all the levers and pedals for work equipment control, swing control, and travel in neutral, and measure the oil pressure at each speed. Then, operate the travel lever to run the track shoe idle and measure the oil pressure.
  - ⚠ **While checking the safety around the machine extremely, run the track shoe pushed up idle.**

- ★ Do not operate the travel lever to the stroke end (but stop it halfway).



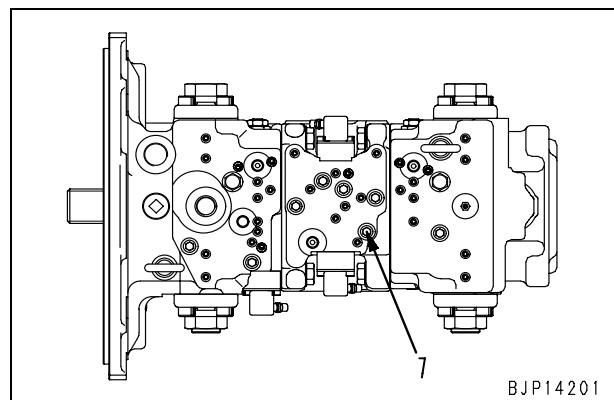
- ★ Measuring condition and method of judgment: If the pressures are in the following ratio, the LS valve is normal.

Operation of levers	LS differential pressure
All control levers and pedals in neutral	Specified LS differential pressure (See standard values table)
Travel lever moved halfway (Track shoe run idle)	Specified LS differential pressure (See standard values table)

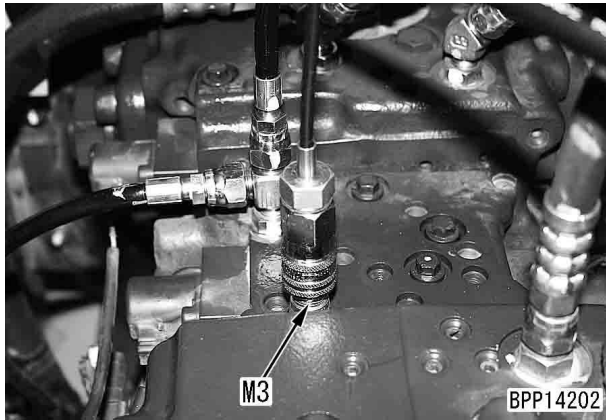
- 6) After finishing measurement, remove the measuring tools and return the removed parts.

### 3. Measuring LS-EPC valve output pressure

- 1) Open the side cover of the pump room and remove oil pressure pickup plug (7).



- 2) Install nipple **M3** and connect them to oil pressure gauge [2].
  - ★ Use the oil pressure gauges of 5.9 MPa {60 kg/cm<sup>2</sup>}.



- 3) Start the engine.
- 4) Run the engine at high idle, operate the travel speed switch and travel lever, and measure the output pressure in each case.
  - ★ Measuring condition and method of judgment: If the output pressures are in the following ratio, the LS-EPC valve is normal.

Travel speed	Operation of lever	Output pressure
Lo	Travel lever in neutral	Approx. 2.9 MPa {Approx. 30 kg/cm <sup>2</sup> }
Hi	Travel lever operated a little (Note)	0 MPa {0 kg/cm <sup>2</sup> }

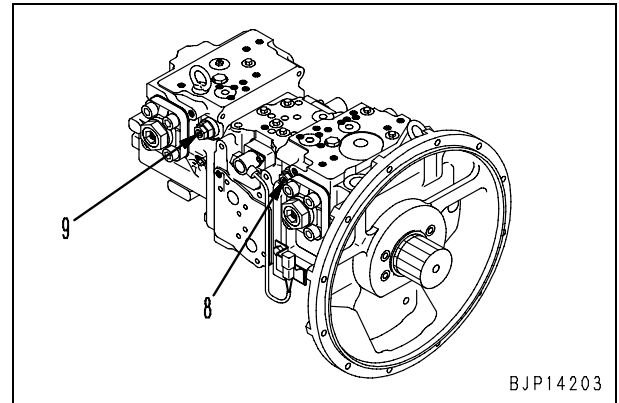
Note: Move the travel lever to a degree that the PPC oil pressure switch is turned ON (before the track starts moving).

- 5) After finishing measurement, remove the measuring tools and return the removed parts.

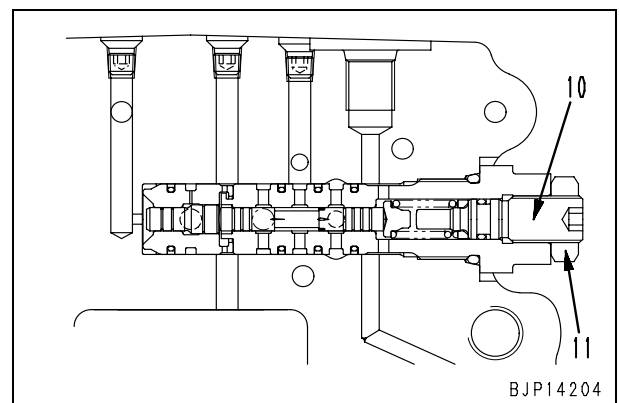
### Adjusting

#### Adjusting LS valve

- ★ If the LS differential pressure is abnormal, adjust the LS valve according to the following procedure.
  - (8): Front pump LS valve
  - (9): Rear pump LS valve



1. While fixing adjustment screw (10), loosen locknut (11).
2. Turn adjustment screw (10) to adjust the differential pressure.
  - ★ If the adjustment screw is
    - Turned to the right, the differential pressure is increased.
    - Turned to the left, the differential pressure is decreased.
  - ★ Quantity of adjustment (LS differential pressure) per turn of adjustment screw: Approx. 1.1 MPa {Approx. 10.8 kg/cm<sup>2</sup>}
3. While fixing adjustment screw (10), tighten locknut (11).
  - 🔧 Locknut: **49 – 68.6 Nm {5 – 7 kgm}**



4. After finishing adjustment, check again that the LS differential pressure is normal according to the above described measurement procedure.

## Measuring solenoid valve output pressure

- ★ Measuring tools for solenoid valve output pressure

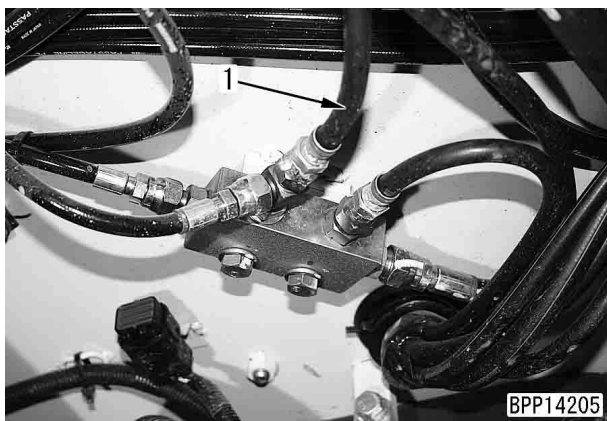
Symbol	Part No.	Part name
N	1	799-101-5002 Hydraulic tester
		790-261-1204 Digital hydraulic tester
	2	799-401-3100 Adapter (Size 02)

**⚠ Stop the machine on a level ground and lower the work equipment to the ground. Then, release the residual pressure from the hydraulic circuit. For details, see “Releasing residual pressure from hydraulic circuit”.**

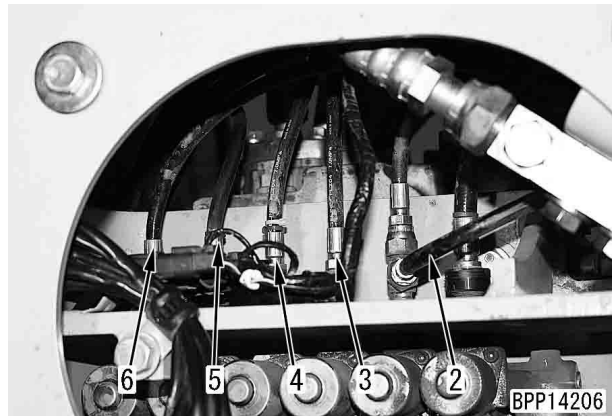
- ★ Before measuring the solenoid valve output pressure, check that the basic pressure of the control circuit is normal.
  - ★ Measure the solenoid valve output pressure under the following condition.
    - Hydraulic oil temperature: Within operating range
1. Disconnect outlet hoses (1) – (6) of the solenoid valves to be measured.

No.	Solenoid valve to be measured
1	PPC lock solenoid valve
2	2-stage relief solenoid valve
3	Swing holding brake solenoid valve
4	Travel speed shifting solenoid valve
5	Travel junction solenoid valve
6	ATT return selector solenoid valve (Attachment installation specification)

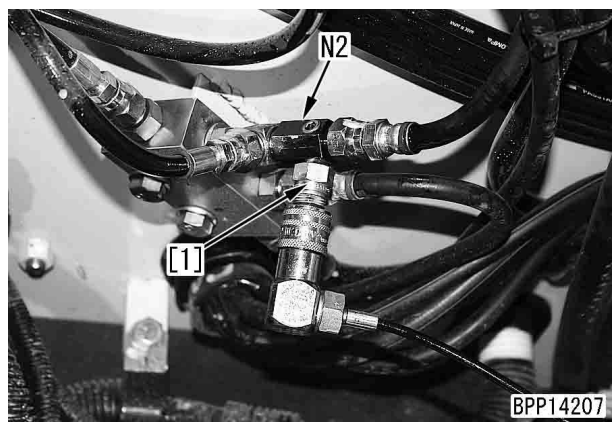
- ★ When measuring with hose (1), remove the undercover (rear side) of the operator's cab.



- ★ When measuring with hoses (2) – (6), remove the undercover of the control valve.



2. Install adapter **N2** and connect the disconnected hose again.
3. Install nipple [1] of hydraulic tester **N1** and connect it to oil pressure gauge [2].
  - ★ Use the oil pressure gauge of 5.9 MPa {60 kg/cm<sup>2</sup>}.
  - ★ The figure shows the measuring tools connected to outlet hose (1) of the PPC lock solenoid valve.



4. Start the engine.
5. Run the engine at high idle, operate the control levers and switches to turn the solenoid valve ON or OFF, and measure the oil pressure.
  - ★ For the conditions for turning the solenoid valve ON and OFF, see the operation table of each solenoid valve.
  - ★ The operating condition of the solenoid valve can be checked with the monitoring function of the machine monitor (For details, see “Special functions of machine monitor”).
    - Monitoring code: 02300 Solenoid 1
    - Monitoring code: 02301 Solenoid 2



- ★ If the output pressure is as follows, the solenoid valve is normal.

Solenoid valve	Output pressure
OFF (Demagnetization)	0 MPa {0 kg/cm <sup>2</sup> }
ON (Excitation)	2.9 MPa {30 kg/cm <sup>2</sup> }

6. After finishing measurement, remove the measuring tools and return the removed parts.

**Operation table of PPC lock solenoid valve**

Operating condition		Operation
Lock lever	Lock	OFF
	Free	ON

**Operation table of 2-stage relief solenoid valve**

Operating condition		Operation	
Overheat 1st setting is ON		OFF	
Overheat 2nd setting is ON			
All of work equipment, swing, and travel signals are OFF			
Swing lock switch is ON		ON	
Travel signal is ON			
L mode is selected			
Boom LOWER signal is ON			
P/E mode is selected	Left knob switch is ON	Signals other than swing single signal are ON	OFF
		Swing single signal is ON	
Other than above condition			

**Operation table of swing holding brake solenoid valve**

Operating condition		Operation
Work equipment, swing, and travel signals	All are OFF	OFF
	Any one is ON	ON

**Operation table of travel speed shifting solenoid valve**

Operating condition		Operation	
Overheat 2nd setting is ON		OFF	
Fuel control dial is at 1,500 rpm or below			
Travel speed switch is at Lo			
Travel speed switch is at Mi/Hi	Travel signal is OFF		ON
	Travel signal is ON	F or R pump pressure is 24.5 MPa {250 kg/cm <sup>2</sup> }	
		F or R pump pressure is 15.3 MPa {150 kg/cm <sup>2</sup> }	
Other than above condition			

**Operation table of travel junction solenoid valve**

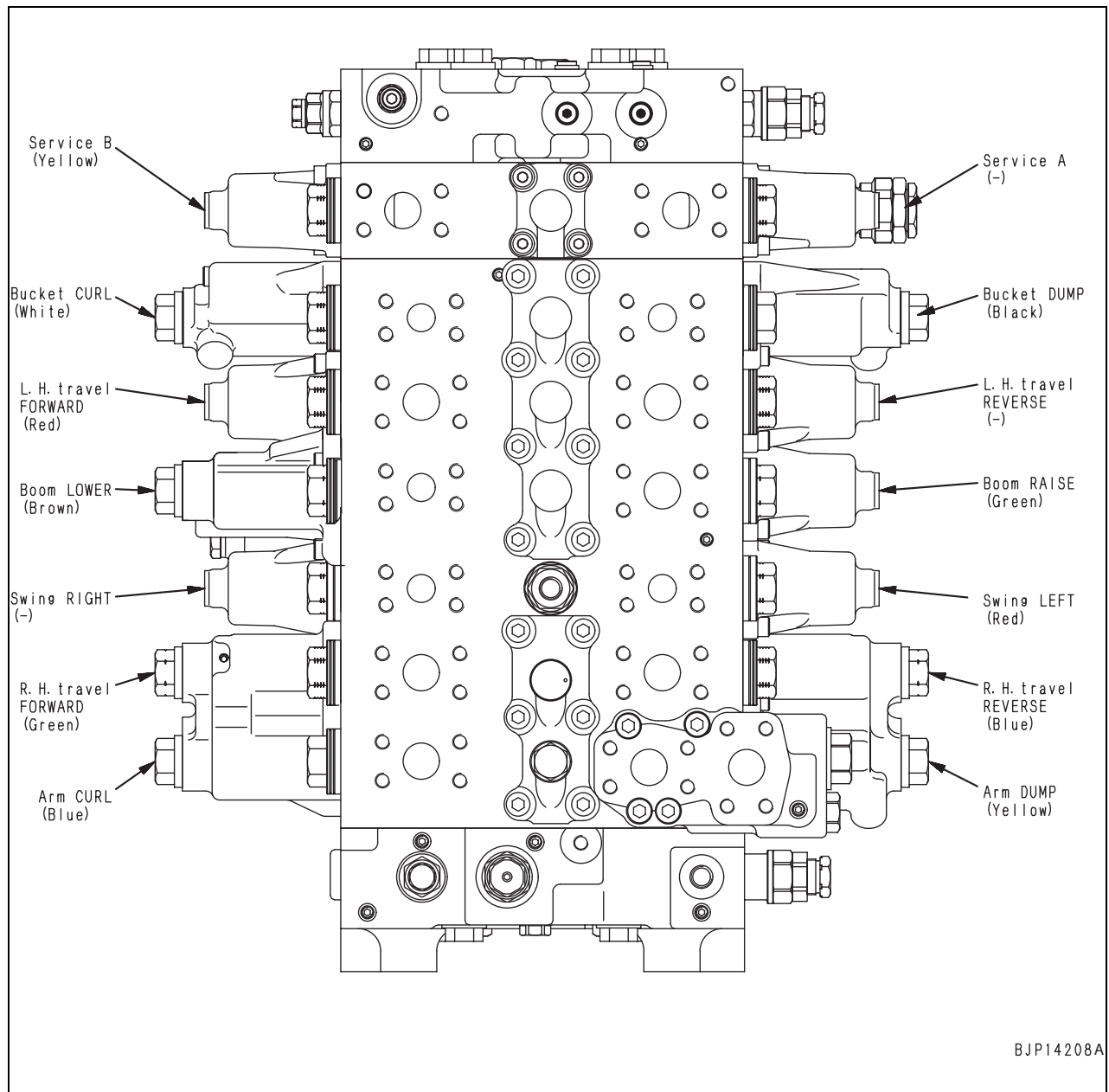
Operating condition		Operation
Travel steering signal is ON		ON
Travel steering signal is OFF	Travel lever is operated singly	
	Other than above condition	

**Operation table of ATT return selector solenoid valve (Attachment installation specification)**

Operating condition	Operation
Working mode: Other than B	OFF
Working mode: B	ON

## Measuring PPC valve output pressure

### Connecting points of PPC piping



- ★ The above figure shows the connecting points of the PPC piping on the control valve of 1 attachment installation specification. The colors in ( ) are the colors of the bands installed for distinction of the pipes.
- ★ The figure at right shows the check points of the steering signal voltage of the travel PPC valve. When measuring the steering signal voltage, remove the undercover of the operator's cab (front side).



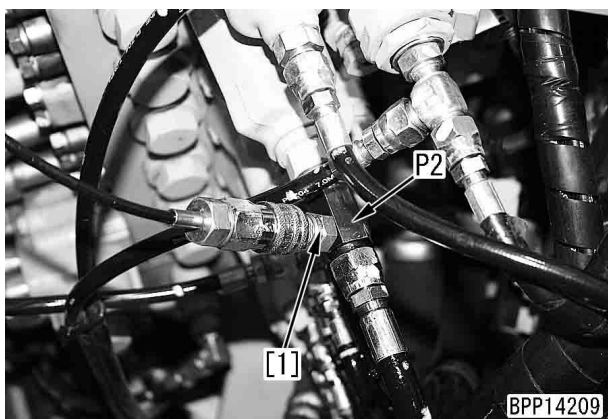
★ Measuring tools for PPC valve output pressure

Symbol	Part No.	Part name	
P	1	799-101-5002	Hydraulic tester
		790-261-1204	Digital hydraulic tester
	2	799-401-3100	Adapter (Size 02)
	3	799-401-3200	Adapter (Size 03)

⚠ **Stop the machine on a level ground and lower the work equipment to the ground. Then, release the residual pressure from the hydraulic circuit. For details, see “Releasing residual pressure from hydraulic circuit”.**

- ★ Before measuring the PPC valve output pressure, check that the basic pressure of the control circuit is normal.
- ★ Measure the solenoid valve output pressure under the following condition.
  - Hydraulic oil temperature: Within operating range

1. Disconnect the hose of the PPC circuit to be measured.
  - ★ For the hose to be disconnected, see “Connecting points of PPC piping”.
2. Install adapter **P2** and connect the disconnected hose again.
3. Install nipple [1] of hydraulic tester **P1** and connect it to oil pressure gauge [2].
  - ★ Use the oil pressure gauge of 5.9 MPa {60 kg/cm<sup>2</sup>}.
  - ★ The figure shows the measuring tools connected to the hose of the bucket dump PPC circuit.



4. Start the engine and set the working mode in the power mode (P).
5. Run the engine at high idle and measure the oil pressure with the control lever in neutral and moved to the stroke end.



- ★ If the output pressure is as follows, the PPC valve is normal.

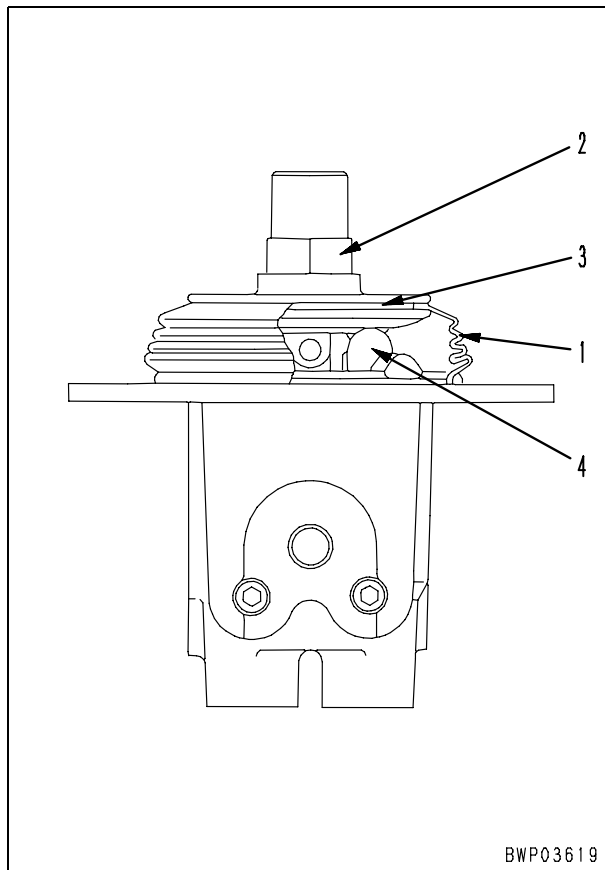
Operation of lever	Output pressure
Neutral	0 MPa {0 kg/cm <sup>2</sup> }
Stroke end	Almost same as control circuit basic pressure (See standard values table)

6. After finishing measurement, remove the measuring tools and return the removed parts.



## Adjusting play of work equipment and swing PPC valves

- ★ If the right and left work equipment levers have large play, adjust them according to the following procedure.
1. Remove the work equipment and swing PPC valve assembly.
  2. Remove bellows (1).
  3. Loosen locknut (2) and tighten disc (3) until it touches the heads of 4 pistons (4).
    - ★ Do not move the piston at this time.
  4. Fix disc (3) and tighten locknut (2) to the specified torque.
    - 🔧 Locknut: **98 – 127 Nm {10 – 13 kgm}**
  5. Install bellows (1).
  6. Install the work equipment and swing PPC valve assembly.



### Measuring and adjusting quick coupler control valve output pressure

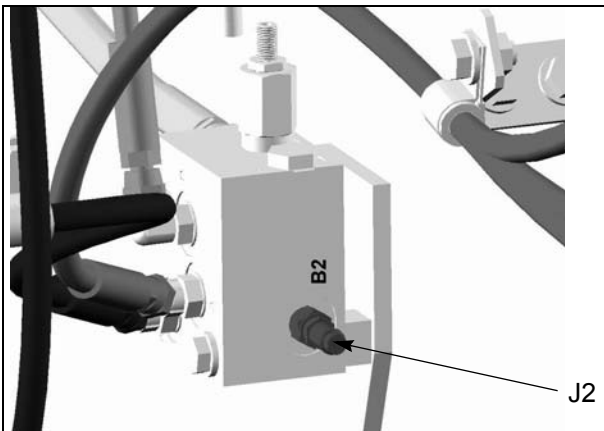
★ Measuring and adjusting tools for oil pressure in quick coupler circuit.

Symbol	Part No.	Part name
J	1	799-101-5002 Hydraulic tester
		790-261-1204 Digital hydraulic tester
2		799-101-5220 Nipple (10 × 1.25 mm)
		07002-11023 O-ring

**⚠ Stop the machine on a level ground and lower the work equipment to the ground. Then, release the residual pressure from the hydraulic circuit. For details, see "Releasing residual pressure from hydraulic circuit".**

#### Measuring

- Measure quick coupler control valve output pressure after checking that work equipment, swing and travel circuit pressures are normal.
- Fit nipple J2 to port B2 and connect it to oil pressure gauge of hydraulic tester.



- Use an oil pressure gauge with the capacity of 59MPa (600kg/cm<sup>2</sup>)
- Start the engine. In order to raise the pressure to the set pressure of the pressure regulating valve it will be necessary to operate one of the main control circuits (bucket, boom, arm or swing). If using swing circuit set the swing lock to ON.

NOTE: When delivered from the factory the regulated pressure is set to 4MPa (41kg/cm<sup>2</sup>).

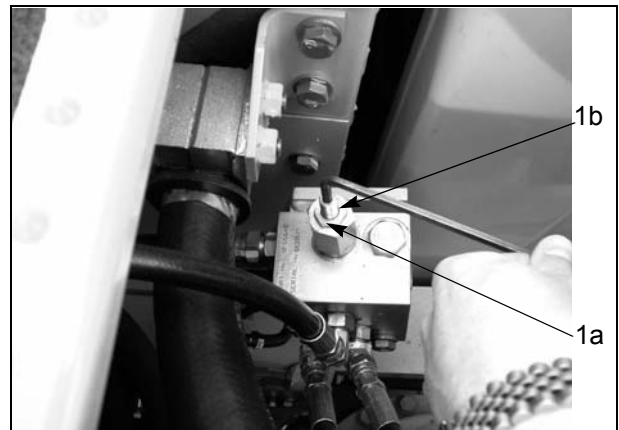
#### Adjustment

If the regulated pressure is not suitable for the quick coupler to be installed adjust the pressure of the regulating valve as follows:

1. Loosen the locknut (1a). (using a 17mm spanner).



2. Turn the adjustment screw (1b) to adjust the pressure. (Using a 5mm hexagon key).
  - If the screw is turned to the right the pressure increases.
  - If the screw is turned to the left the pressure reduces.
  - Quantity of adjustment per turn of the screw: Approx 5.5MPa.



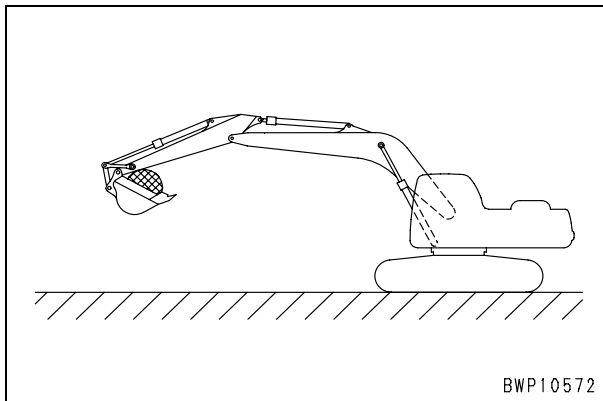
3. After required pressure is achieved, hold adjustment screw (1b) and tighten the lock nut (1a). (Torque of lock nut (1a) 12+/-2Nm)

## Checking parts which cause hydraulic drift of work equipment

- ★ If the work equipment (cylinder) drifts hydraulically, check to see if the cause is on the cylinder packing side or control valve side according to the following procedure.

### 1. Checking boom cylinder and bucket cylinder

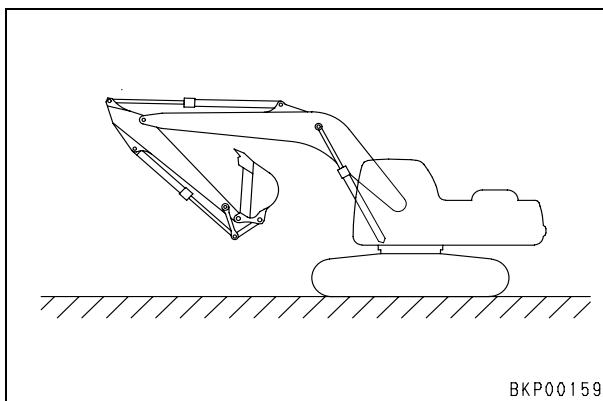
- 1) Set the machine in the position for measuring hydraulic drift and stop the engine.
  - ★ Fill the bucket with a rated load or with dirt and sand.



- 2) When checking the boom cylinder, set the boom control lever in the RAISE position. When checking the bucket cylinder, set the bucket control lever in the CURL position.
  - If the lowering speed is increased at this time, the cylinder packing is defective.
  - If the lowering speed does not change at this time, the control valve is defective.
  - ★ Operate the control lever while the starting switch is in the ON position.
  - ★ If the pressure in the accumulator is lost, run the engine for about 5 seconds to heighten the pressure in the accumulator.

### 2. Checking arm cylinder

- 1) Stop the arm cylinder about 100 mm before the IN stroke end and stop the engine.



- 2) Operate the arm control lever in the IN position.
  - If the lowering speed is increased at this time, the cylinder packing is defective.
  - If the lowering speed does not change at this time, the control valve is defective.
  - ★ Operate the control lever while the starting switch is in the ON position.
  - ★ If the pressure in the accumulator is lost, run the engine for about 5 seconds to heighten the pressure in the accumulator.

### [Reference]

Reason why the lowering speed is increased by the above operation when the cylinder packing is the cause of the hydraulic drift:

- 1) If the machine is set in the above position (where the holding pressure is applied to the bottom side), the oil leaks from the bottom side to the head side. Since the volume on the head side is less than that on the bottom side by the volume of the rod, the pressure in the head side is increased by the oil flowing in from the bottom side.
- 2) As the pressure in the head side is increased, it is balanced at a certain level (which depends on the leakage), and then the lowering speed is lowered.
- 3) If the circuit on the head side is opened to the drain circuit by the above operation of the lever (the bottom side is closed by the check valve at this time), the oil on the head side flows in the drain circuit. As a result, the pressure is unbalanced and the lowering speed is increased.

### 3. Checking PPC valve

While the pressure in the accumulator is high, set the lock lever in the LOCK/FREE position and measure the lowering distance.

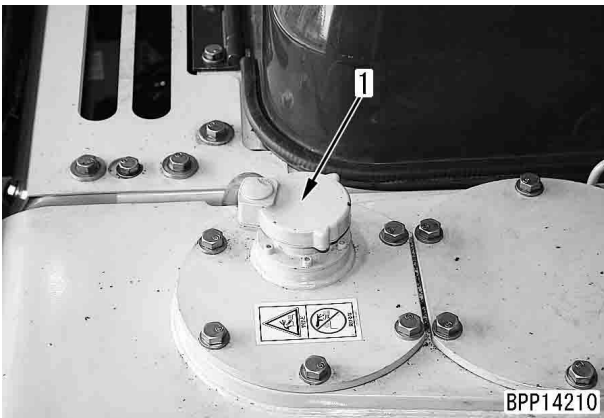
- ★ Operate the control lever while the starting switch is in the ON position.
- ★ If the pressure in the accumulator is lost, run the engine for about 5 seconds to heighten the pressure in the accumulator.
- ★ If there is a difference in the lowering distance between the LOCK position and FREE position, the PPC valve is defective (it has an internal defect).

## Releasing residual pressure from hydraulic circuit

### 1. Releasing residual pressure from hydraulic tank

**⚠** Since the hydraulic tank is enclosed and pressurized, release the residual pressure from it when removing a hose or a plug connected to it.

- 1) Lower the work equipment to the ground in a stable position and stop the engine.
- 2) Loosen oil filler cap (1) of the hydraulic tank gradually to release the air in the tank.



### 2. Releasing residual pressure from hydraulic cylinder circuit

**⚠** When disconnecting a pipe between a hydraulic cylinder and the control valve, release the residual pressure from the piping according to the following procedure.

- 1) Lower the work equipment and release the residual pressure from the hydraulic tank. For details, see “Releasing residual pressure from hydraulic tank”.
  - ★ Keep the oil filler cap of the hydraulic tank removed.
- 2) Turn the starting switch ON and set the lock lever in the FREE position, and then operate the right and left work equipment control levers forward, backward, to the right, and to the left.
  - ★ The control valve is operated by the pressure in the accumulator. The pressure in the accumulator is used up, however, after the control valve is operated 2 – 3 times.
- 3) Run the engine at low idle for 5 seconds to heighten the pressure in the accumulator.
  - ★ The engine does not start until the lock lever is set in the LOCK position once.

- 4) Repeat steps 2) and 3) above 2 – 3 times, and the residual pressure in the piping is released completely.

### 3. Releasing residual pressure from swing motor circuit

The residual pressure in the swing motor circuit can be released by performing the operation for “Releasing residual pressure from hydraulic cylinder circuit” (Operate the lever in the swing direction only, however).

### 4. Releasing residual pressure from travel motor circuit

Since the control valve spool of the travel motor circuit is open, the pressure in this circuit can be released by performing “Releasing residual pressure from hydraulic tank”.

## Measuring oil leakage

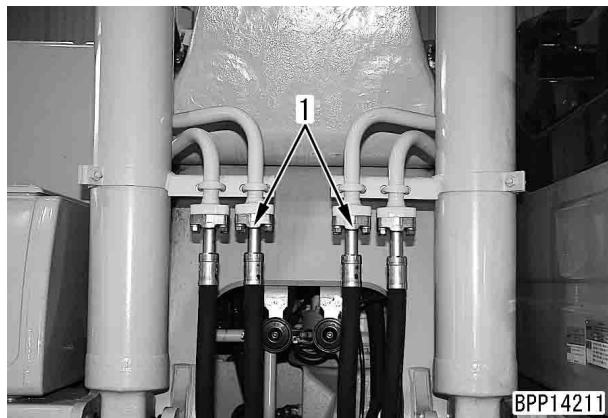
### ★ Measuring tools for oil leakage

Symbol	Part No.	Part name
Q	Commercially available	Measuring cylinder

- ★ Measure the oil leakage under the following condition.
  - Hydraulic oil temperature: Within operating range

### 1. Measuring oil leakage from boom cylinder

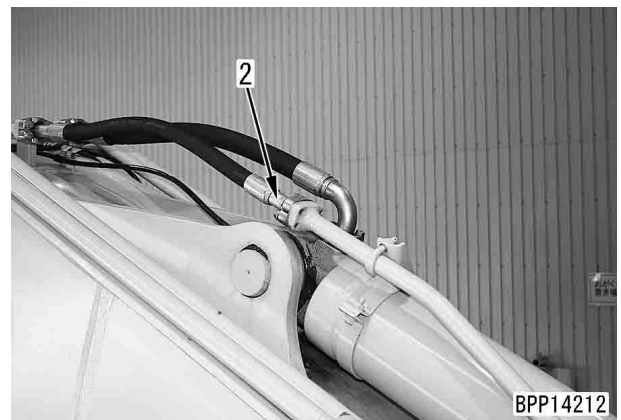
- 1) Move the boom cylinder to the RAISE stroke end and stop the engine.
  - ⚠ **Release the residual pressure from the piping on the boom cylinder head side. For details, see "Releasing residual pressure from hydraulic circuit" (Operate the lever in the boom RAISE direction only, however).**
- 2) Disconnect hose (1) on the cylinder head side and block the hose side with a flange.
  - ⚠ **Take care not to disconnect the hose on the cylinder bottom side.**
  - ★ Use the following part to block the hose side.  
07379-00640 (Flange #06)



- 3) Run the engine at high idle and relieve the boom circuit by raising the boom.
  - ⚠ **Take care not to "lower the boom".**
- 4) Start measuring the oil leakage 30 seconds after relieving is started and measure for 1 minute.
- 5) After finishing measurement, return the removed parts.

### 2. Measuring oil leakage from arm cylinder

- 1) Move the arm cylinder to the IN stroke end and stop the engine.
  - ⚠ **Release the residual pressure from the piping on the arm cylinder head side. For details, see Releasing residual pressure from hydraulic circuit (Operate the lever in the arm IN direction only, however).**
- 2) Disconnect hose (2) on the cylinder head side and block the hose side with a flange.
  - ⚠ **Take care not to disconnect the hose on the cylinder bottom side.**
  - ★ Use the following part to block the hose side.  
07379-00640 (Flange #06)



- 3) Run the engine at high idle and relieve the arm circuit by moving the arm IN.
  - ⚠ **Take care not to "move the arm OUT".**
- 4) Start measuring the oil leakage 30 seconds after relieving is started and measure for 1 minute.
- 5) After finishing measurement, return the removed parts.

**3. Measuring oil leakage from bucket cylinder**

- 1) Move the bucket cylinder to the CURL stroke end and stop the engine.

⚠ **Release the residual pressure from the piping on the bucket cylinder head side. For details, see Releasing residual pressure from hydraulic circuit (Operate the lever in the bucket CURL direction only, however).**

- 2) Disconnect hose (3) on the cylinder head side and block the hose side with a flange.

⚠ **Take care not to disconnect the hose on the cylinder bottom side.**

- ★ Use the following part to block the hose side.

07379-00640 (Flange #06)



- 3) Run the engine at high idle and relieve the bucket circuit by curling the bucket.

⚠ **Take care not to “dump the bucket”.**

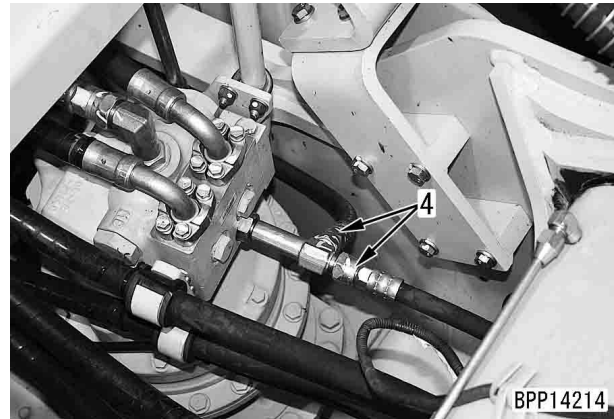
- 4) Start measuring the oil leakage 30 seconds after relieving is started and measure for 1 minute.
- 5) After finishing measurement, return the removed parts.

**4. Measuring oil leakage from swing motor**

- 1) Disconnect 2 drain hoses (4) and block the hose side with plugs.

- ★ Use the following parts to block the hose side.

07376-70522 (Plug #05)

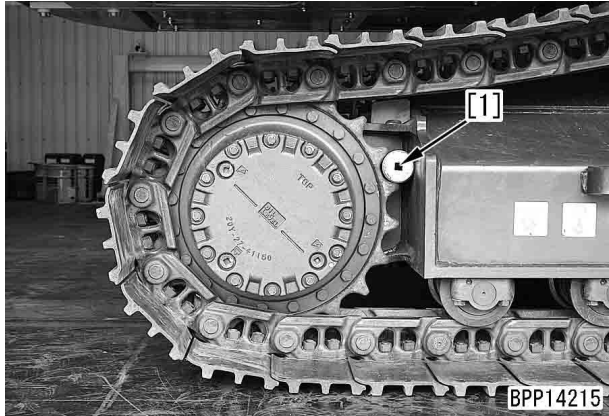


- 2) Turn the swing lock switch ON.
- 3) Run the engine at high idle and relieve the swing circuit by swinging.
  - ★ Start measuring the oil leakage 30 seconds after relieving is started and measure for 1 minute.
  - ★ After measuring 1 time, swing 180°, and then measure again.
- 4) After finishing measurement, return the removed parts.

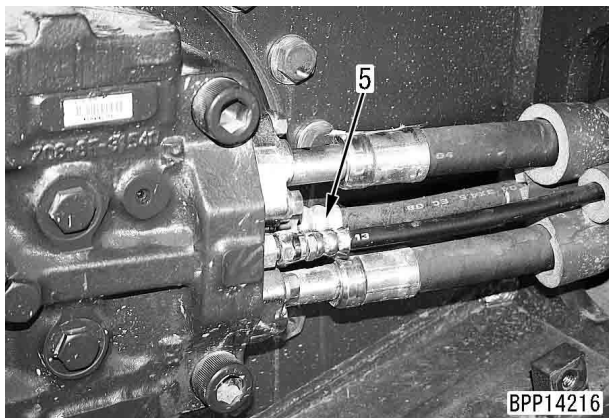
**5. Measuring oil leakage from travel motor**

- 1) Remove the travel motor cover.
- 2) Run the engine, lock the travel mechanism, and stop the engine.

**⚠ Put pin [1] between the sprocket and track frame to lock the travel mechanism securely.**



- 3) Disconnect drain hose (5) of the travel motor and block the hose side with a plug.
  - ★ Use the following part to block the hose side.  
07376-70422 (Plug #04)



- 4) Run the engine at high idle, relieve the travel circuit, and measure the oil leakage.
  - ⚠ Before operating the travel lever, check the position and locking direction of the locked sprocket again.**
  - ⚠ Wrong operation of the lever can cause an accident. Accordingly, make signs and checks securely.**
  - ★ Start measuring the oil leakage 30 seconds after relieving is started and measure for 1 minute.
  - ★ Measure several times, moving the motor a little (changing the position of the valve plate and cylinder and that of the cylinder and piston) each time.

- 5) After finishing measurement, return the removed parts.


### Bleeding air from each part

Air bleeding item  Contents of work	Air bleeding procedure					
	1	2	3	4	5	6
	Bleeding air from hydraulic pump	Starting engine	Bleeding air from cylinder	Bleeding air from swing motor	Bleeding air from travel motor	Checking oil level and starting operation
<ul style="list-style-type: none"> <li>Replacing hydraulic oil</li> <li>Cleaning strainer</li> </ul>	●	●	●	● (See note)	● (See note)	●
<ul style="list-style-type: none"> <li>Replacing return filter element</li> </ul>		●	→	→	→	●
<ul style="list-style-type: none"> <li>Replacing and repairing hydraulic pump</li> <li>Removing suction piping</li> </ul>	●	●	●	→	→	●
<ul style="list-style-type: none"> <li>Replacing and repairing control valve</li> <li>Removing control valve piping</li> </ul>		●	●	→	→	●
<ul style="list-style-type: none"> <li>Replacing and repairing cylinder</li> <li>Removing cylinder piping</li> </ul>		●	●	→	→	●
<ul style="list-style-type: none"> <li>Replacing and repairing swing motor</li> <li>Removing swing motor piping</li> </ul>		●	→	●	→	●
<ul style="list-style-type: none"> <li>Replacing and repairing travel motor</li> <li>Removing travel motor piping</li> </ul>		●	→	→	●	●
<ul style="list-style-type: none"> <li>Replacing and repairing swivel joint</li> <li>Removing swivel joint piping</li> </ul>		●	→	→	→	●

Note: Bleed air from the swing motor and travel motor only when the oil in the motor cases is drained.

#### 1. Bleeding air from hydraulic pump

- Loosen air bleeder (1) and check that oil oozes out through the air bleeder.
- After the oil oozes out, tighten air bleeder (1).

 Air bleeder:

**7.8 – 9.8 Nm {0.8 – 1.0 kgm}**

- ★ Do not use an impact wrench to tighten the air bleeder.



#### 2. Starting engine

When running the engine after performing step 1, keep its speed at low idle for 10 minutes.

- ★ If the engine coolant temperature is low and the automatic warm-up operation is started, stop the engine temporarily and reset the automatic warm-up operation with the fuel control dial (Set the starting switch in the ON position and hold the fuel control dial in the MAX position for 3 seconds, and the automatic warm-up operation is reset).

#### 3. Bleeding air from cylinder

- ★ If a cylinder is replaced, bleed air from it before connecting the work equipment. In particular, the boom cylinder does not move to the lowering stroke end, if it is installed to the work equipment.

- Run the engine at low idle for about 5 minutes.
- While running the engine at low idle, raise and lower the boom 4 – 5 times.
  - ★ Stop the piston rod about 100 mm before each stroke end. Do not relieve the oil.




- 3) While running the engine at high idle, perform step 2).
- 4) While running the engine at low idle, move the piston rod to the stroke end and relieve the oil.
- 5) Bleed air from the arm cylinder and bucket cylinder according to steps 2) – 4).

#### 4. Bleeding air from swing motor

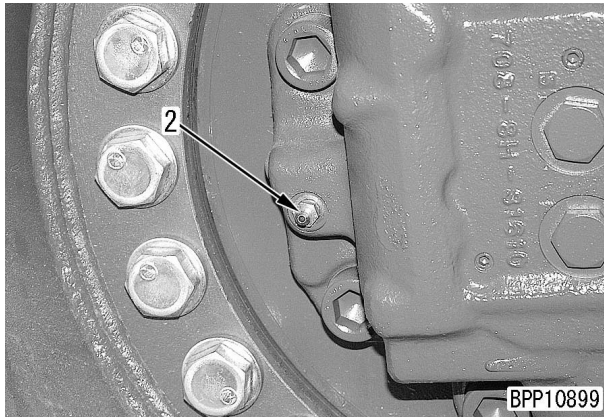
- 1) Run the engine at low idle.
- 2) Swing slowly to bleed air.

#### 5. Bleeding air from travel motor

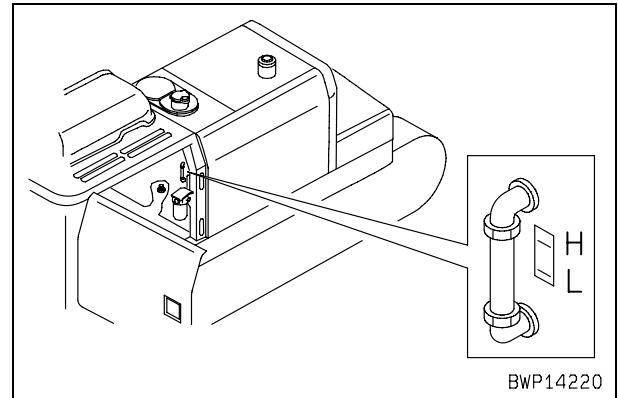
- 1) Run the engine at low idle.
- 2) Loosen air bleeder (2) and check that oil oozes out through the air bleeder.
- 3) After the oil oozes out, tighten air bleeder (2).

 Air bleeder:

**27.5 – 35.3 Nm {2.8 – 3.6 kgm}**

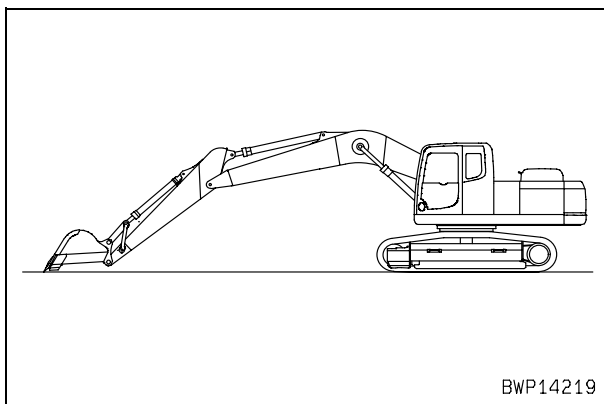


- 2) Check the oil level by sight gauge (3) on the rear side of the hydraulic tank.
  - ★ If the oil level is below line L, it is insufficient. Add oil.
  - ★ The oil level changes according to the oil temperature. Add oil when the oil level is out of the following standard ranges.
    - When oil temperature is 10 – 30°C:  
Between line H and line L
    - When oil temperature is 50 – 80°C:  
Near line H

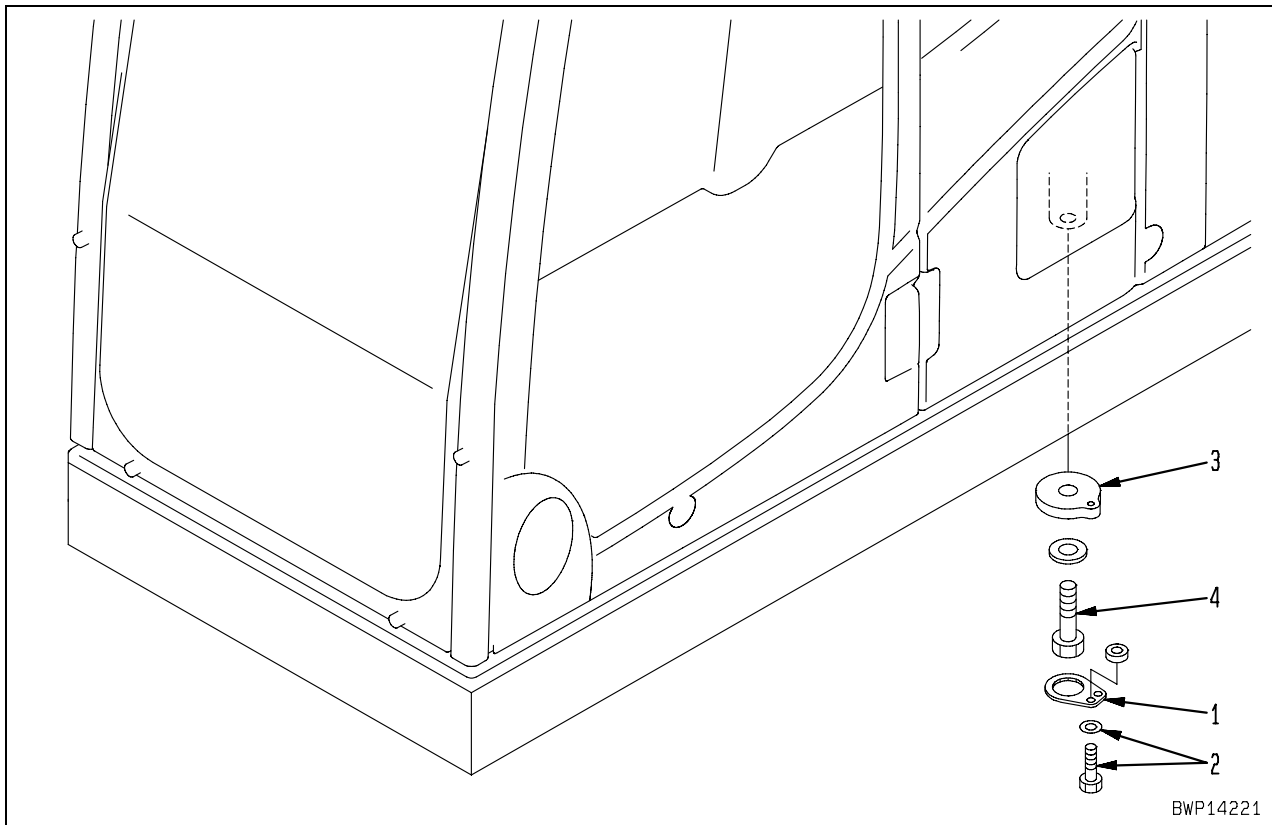


#### 6. Checking oil level and starting work

- 1) Run the engine, retract the arm cylinder and bucket cylinder to the stroke ends, lower the work equipment to the ground, and stop the engine.



## Checking cab tipping stopper



★ The cab tipping stopper check it according to the following procedure.

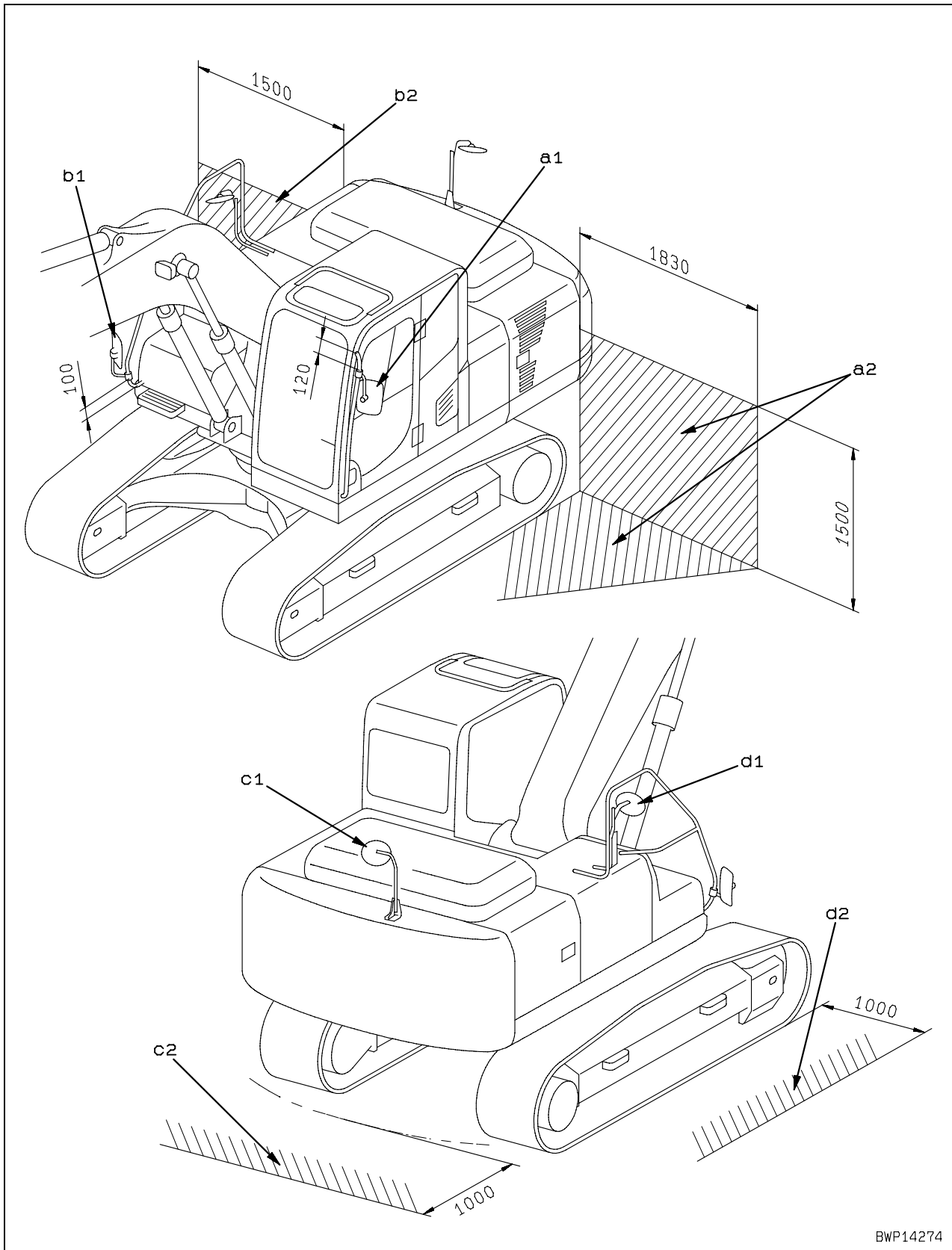
1. Remove the additional undercover from the rear of the operator's cab.
  - ★ Perform this step only when the additional undercover is installed.
2. Check the tightening torque of the mounting bolt (2) of the lock plate (1).
  - 🔧 Bolt (2): **98 – 123 Nm {10 – 12.5 kgm}**

### [Reference]

- The tightening torque of mounting bolt (4) of cab tipping stopper (3) is different from that of a common bolt 30 mm in diameter. Take care.
  - 🔧 Bolt (4): **245 – 309 Nm {25 – 31.5 kgm}**



### Adjusting mirrors



### Installing positions of mirrors

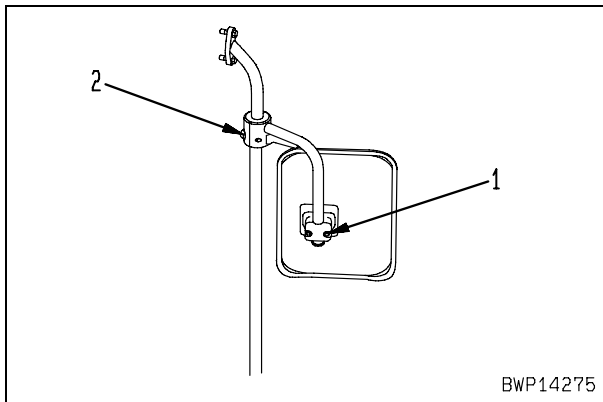
Install mirrors (a1) and (b1) as shown in the figure.

- Mirror (a1): 120 mm (from stay top)
- Mirror (b1): 100 mm (from stay bottom)

### Adjusting mirrors (a1) and (b1)

Loosen bolts (1) and (2) of the mirrors and adjust the mirrors so that the operator can see the right and left rear views best which are blind corners from the operator's seat.

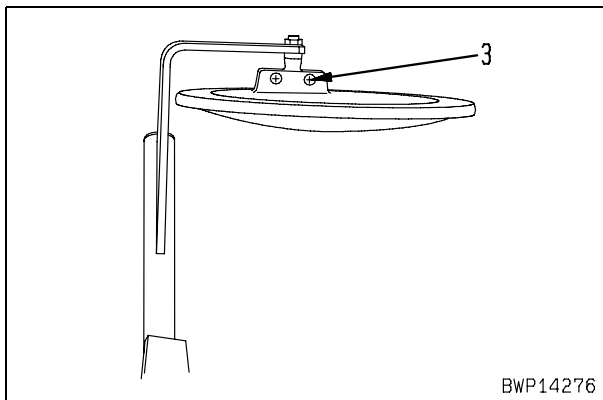
- ★ Adjust the mirrors so that the operator can see persons (or things 1 m high and about 30 cm in diameter) at the right and left rear of the machine.



### Adjusting mirrors (c1) and (d1)

Adjust the mirrors so that the operator can see the ground at 1 m around the machine from the operator's seat.

- ★ If a mirror is hard to move, loosen screw (3).



### Adjusting view

Adjust each mirror so that the operator can see the following ranges.

- Visibility (Left) :1,830 mm
- Visibility (Right):1,500 mm
- Mirror (a1): Hatched part (a2) must be seen
- Mirror (b1): Hatched part (b2) must be seen
- Mirror (c1): Hatched part (c2) must be seen
- Mirror (d1): Hatched part (d2) must be seen

PC290LC, 290NLC-8 Hydraulic excavator

Form No. UEN00015-00

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# HYDRAULIC EXCAVATOR

## PC290LC-8 PC290NLC-8

Machine model	Serial number
PC290LC-8	K50001 and up
PC290NLC-8	K50001 and up

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## 30 Testing and adjusting

### Testing and adjusting, Part 2

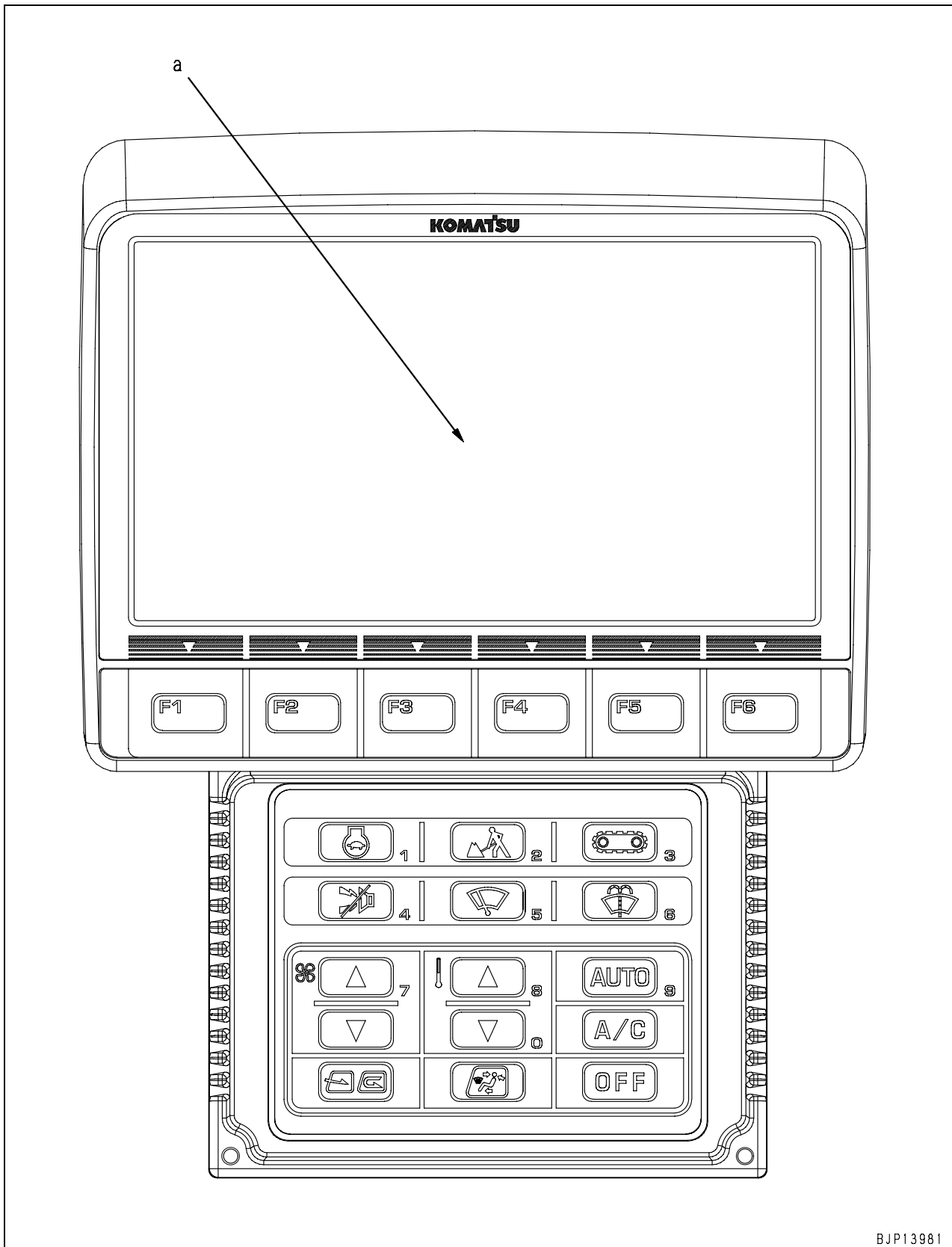
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Testing and adjusting, Part 2.....	2
Special functions of machine monitor.....	2

## Testing and adjusting, Part 2

### Special functions of machine monitor

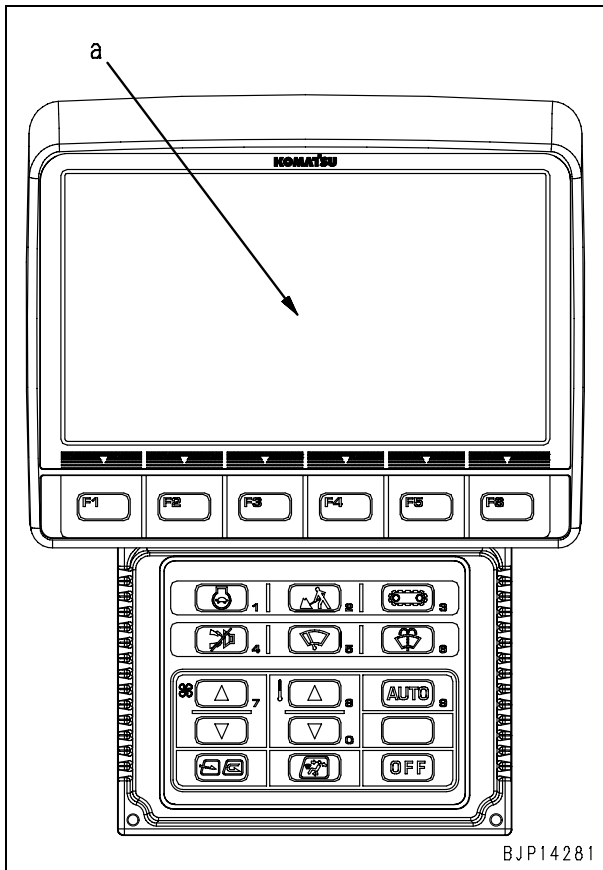
#### Air conditioner specification



BJP13981

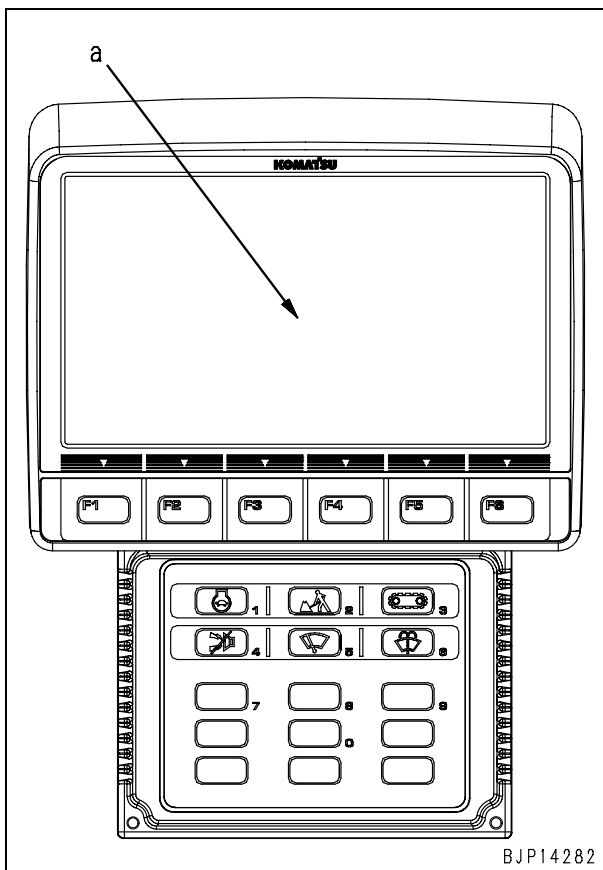


**Heater specification**



BJP14281

**Heaterless specification**



BJP14282

**Upper section of machine monitor (Display section)**

(a): Multi-display

- ★ When the engine is started, the battery voltage may lower suddenly, depending on the ambient temperature and the condition of the battery. In this case, the machine monitor goes off for a moment. This phenomenon is not a failure, however.

**Upper section of machine monitor (Switch section)**

- [F1]: F1 function switch
- [F2]: F2 function switch
- [F3]: F3 function switch
- [F4]: F4 function switch
- [F5]: F5 function switch
- [F6]: F6 function switch

- ★ The function of each function switch is indicated by graphic mark in the multi-display (a) above that function switch.
- ★ If the graphic mark of a function switch is not displayed, that function switch is not working.

**Lower section of machine monitor (Switch section)**

- [1]: Numeral 1 input switch/Auto-decelerator switch
- [2]: Numeral 2 input switch/Working mode selector switch
- [3]: Numeral 3 input switch/Travel speed shifting switch
- [4]: Numeral 4 input switch/Alarm buzzer cancel switch
- [5]: Numeral 5 input switch/Wiper switch
- [6]: Numeral 6 input switch/Windshield washer switch
- [7]: Numeral 7 input switch/Air conditioner or heater switch
- [8]: Numeral 8 input switch/Air conditioner or heater switch
- [9]: Numeral 9 input switch/Air conditioner or heater switch
- [0]: Numeral 0 input switch/Air conditioner or heater switch

Switch having no numerals: Air conditioner or heater switch

- ★ Each switch has the function indicated by graphic mark and the function of inputting a numeral.
- ★ The machine monitor automatically judges which function of each switch is currently effective, according to the display condition of multi-display.
- ★ The difference between the air conditioner specification, heater specification, and heaterless specification is only the functions of the switches in this section.

■ Ordinary functions and special functions of machine monitor

The machine monitor has the ordinary function and special functions and displays information of various types on the multi-display.

Some items are displayed automatically according to the internal setting of the machine monitor and the others are displayed according to the operation of the switches.

1. Ordinary functions: Operator mode

The items in this mode are displayed ordinarily. The operator can display and set them by operating the switches (Display and setting of some items need special operations of the switches).

2. Special functions: Service mode

The items in this mode are not displayed ordinarily. Each serviceman can display them by operating the switches specially. This mode is used for special setting, testing, adjusting, or troubleshooting.

■ Operator mode (Outline)		Page
		6p
A	Display of KOMATSU logo	6p
A	Display of inputting password	7p
A	Display of check of breaker mode	7p
A	Display of check before starting	7p
A	Display of warning after check before starting	8p
A	Display of ending of maintenance interval	8p
A	Display of check of working mode and travel speed	8p
A	Display of ordinary screen	8p
A	Display of end screen	9p
B	Selection of auto-deceleration	9p
B	Selection of working mode	9p
B	Selection of travel speed	10p
B	Operation to stop alarm buzzer	10p
B	Operation of windshield wiper	11p
B	Operation of window washer	11p
B	Operation of air conditioner/heater	11p
B	Operation to display camera mode (if camera is installed)	12p
B	Operation to display clock and service meter	12p
B	Check of maintenance information	13p
B	Setting and display of user mode (Including KOMTRAX messages for user)	13p
C	Display of energy-saving guidance	14p
C	Display of caution monitor	14p
C	Display of automatic judgment of breaker	15p
C	Display of user code and failure code	15p

↓ (Special operation)

D	Function of checking display of LCD (Liquid Crystal Display)	17p
D	Function of checking service meter	17p
D	Function of changing attachment/maintenance password	18p

→ (Special operation)

Service mode		Page
		20p
Monitoring		21p
Abnormality record	Mechanical systems	26p
	Electrical systems	27p
	Air-conditioning system/Heater system	33p
Maintenance record		34p
Maintenance mode change		35p
Phone number entry		37p
Default	Working mode with key ON	38p
	Setting of unit	39p
	With/Without attachment	40p
	Setting of attachment/maintenance password	41p
	Setting of camera	42p
	Setting of ECO display	43p
Adjustment	Setting of automatic judgment of breaker	44p
	Pump absorption torque (F)	45p
	Pump absorption torque (R)	46p
	Setting of travel Lo speed	47p
Adjustment of flow to attachment in compound operation		48p
Reduced cylinder mode operation		49p
No-injection cranking		50p
Display of fuel consumption		52p
Display of KOMTRAX	Setting condition of terminal	53p
	Condition of positioning and communication	54p
	MODEM S/N (Model TH300)	55p
	MODEM IP address (Model TH200)	56p
Display of KOMTRAX message		57p

- ★ Classification of operator mode
  - A: Display/Function from time when starting switch is turned ON to time when screen changes to ordinary screen and display after starting switch is turned OFF
  - B: Display/Function when switch of machine monitor is operated
  - C: Display/Function when certain condition is satisfied
  - D: Display/Function which needs special operation of switch

■ **Operator mode (Outline)**

- ★ Only outline of the operator mode is described in this section. For details of contents/operation of each function/display, see the Structure, function and maintenance standard, or Operation and Maintenance Manual.
- ★ The following are the displays or functions of the operator mode explained in this section (including some items which need special operations).

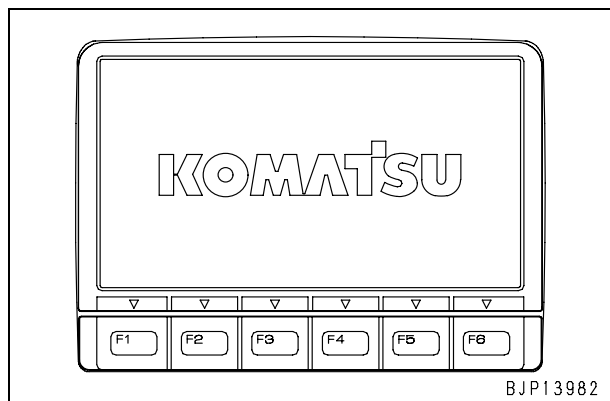
	Display pattern				
	A	B	C	D	E
Display of KOMATSU logo	1	1	1	1	1
Display of inputting password	2	—	—	—	—
Display of check of breaker mode	—	—	2	—	—
Display of check before starting	3	2	3	2	2
Display of warning after check before starting	—	—	—	3	—
Display of ending of maintenance interval	—	—	—	—	3
Display of check of working mode and travel speed	4	3	4	4	4
Display of ordinary screen	5	4	5	5	5
Display of end screen					
Selection of auto-deceleration					
Selection of working mode					
Selection of travel speed					
Operation to stop alarm buzzer					
Operation of windshield wiper					
Operation of windshield washer					
Operation of air conditioner/heater					
Operation to display camera mode (if camera is installed)					
Operation to display clock and service meter					
Check of maintenance information					
Setting and display of user mode (including KOMTRAX messages for user)					
Display of energy-saving guidance					
Display of caution monitor					
Display of automatic judgment of breaker					
Display of user code and failure code					
↓ (Special operation)					
Function of checking display of LCD (Liquid Crystal Display)					
Function of checking service meter					
Function of changing attachment/maintenance password					

- ★ Display pattern of operator mode  
The contents of display from the time when starting switch is turned ON to time when screen changes to ordinary screen depends on the setting and condition of the machine.  
A: When engine start lock is set effective  
B: When engine start lock is set ineffective  
C: When working mode at start is set to breaker mode (B)  
D: When there is abnormal item in check-before-starting items  
E: When there is maintenance item which is not maintained after specified interval

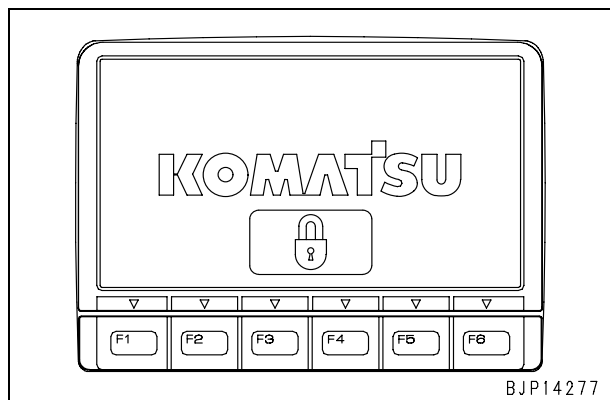
**Display of KOMATSU logo**

When the starting switch is turned ON, the KOMATSU logo is displayed for 2 seconds.

- ★ After the KOMATSU logo is displayed for 2 seconds, the screen changes to “Display of inputting password”, “Display of check of breaker mode (if B mode is set)”, or “Display of check before starting”.



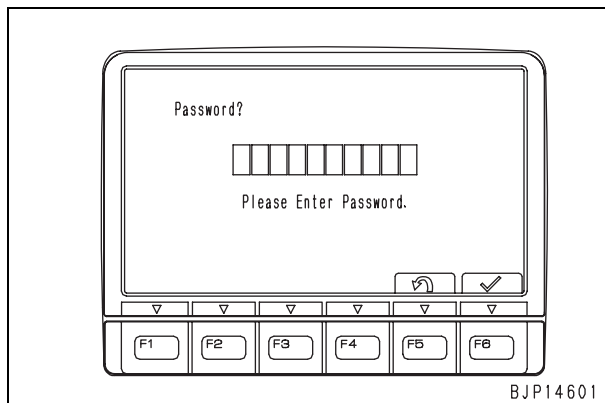
- ★ The following screen may be displayed instead of the above Display of inputting password screen.
- ★ If this screen is displayed, call the person responsible to operation of KOMTRAX in your Komatsu distributor and ask for remedy.



### Display of inputting password

After the KOMATSU logo is displayed, the screen to input the engine start lock password is displayed.

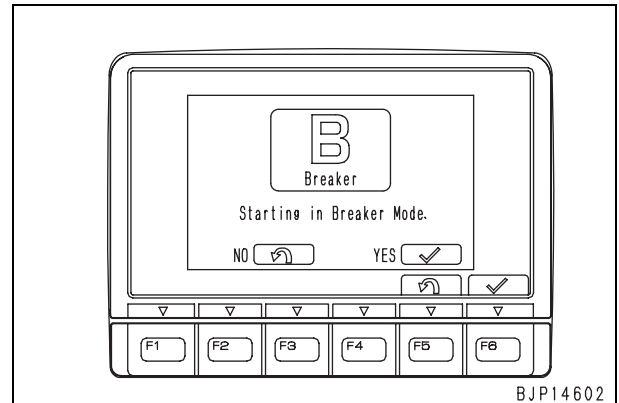
- ★ This screen is displayed only when the engine start lock function is set effective.
- ★ If the password is input normally, the screen changes to “Display of check of breaker mode (if B mode is set)” or “Display of check before starting”.
- ★ The machine monitor has some password functions other than the engine start lock. Those functions are independent from one another.



### Display of check of breaker mode

When the starting switch is turned ON, if the working mode is set to the breaker mode [B], a message to inform the operator of starting in the breaker mode is displayed on the screen.

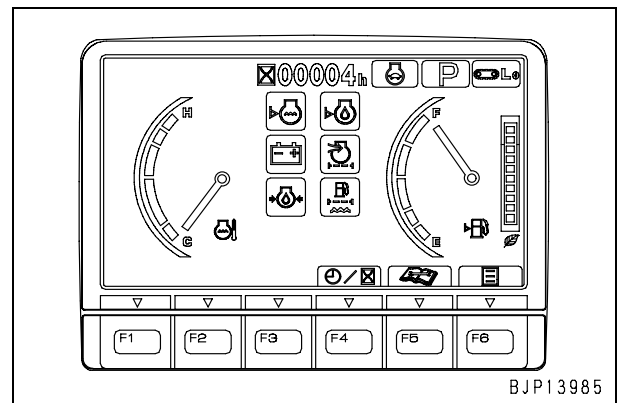
- ▲ **If an attachment other than the breaker is used while the working mode is set to the breaker mode [B], the machine may move unexpectedly or may not operate normally or the hydraulic components may be damaged.**
- ★ After operation to check of the breaker mode is finished, the screen changes to “Display of check before starting”.  
If No is selected: Working mode is set to economy mode [E]  
If Yes is selected: Working mode is set to breaker mode [B]



### Display of check before starting

When the screen changes to the check-before-starting screen, the check before starting is carried out for 2 seconds.

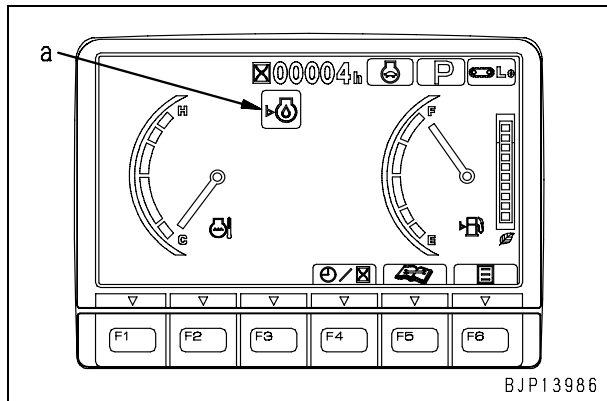
- ★ If any abnormality is detected by the check before starting, the screen changes to “Display of warning after check before starting” or “Display of ending of maintenance interval”.
- ★ If no abnormality is detected by the check before starting, the screen changes to “Display of check of working mode and travel speed”.
- ★ The monitors (6 pieces) displayed on the screen are the items under the check before starting.



**Display of warning after check before starting**

If any abnormality is detected by the check before starting, the warning monitor is displayed on the screen.

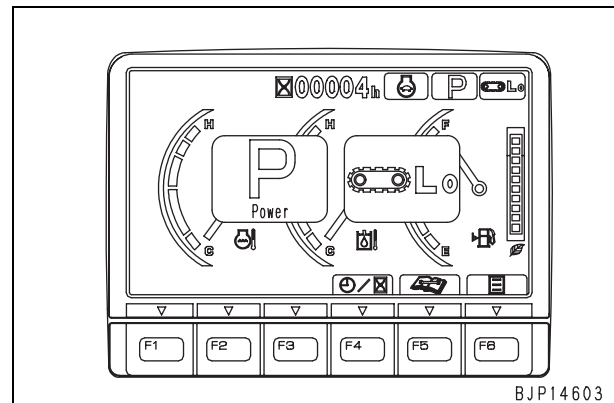
- ★ The following figure shows that the engine oil level monitor (a) is warning of low of engine oil level.



**Display of check of working mode and travel speed**

If the check before starting is finished normally, the screen to check the working mode and travel speed is displayed for 2 seconds.

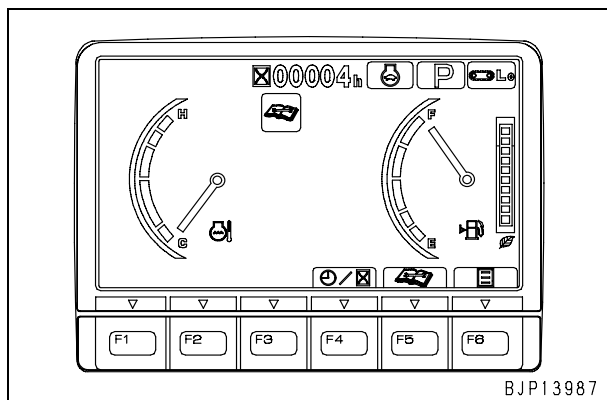
- ★ After display of check of the working mode and travel speed is finished, the screen changes to “Display of ordinary screen”.



**Display of ending of maintenance interval**

When the check before starting is carried out, if a maintenance item is near or after the end of the set interval, the maintenance monitor is displayed for 30 seconds to urge the operator to maintenance.

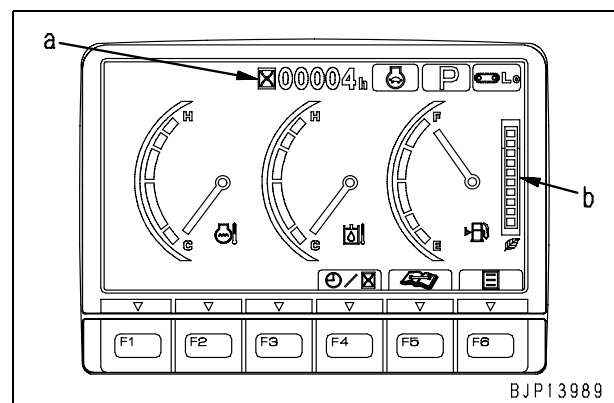
- ★ This screen is displayed only when the maintenance function is effective. The color of the maintenance monitor (yellow or red) indicates the length of the time after the maintenance interval.
- ★ Set or change the maintenance function in the service mode.
- ★ After display of this screen is finished, the screen changes to “Display of check of working mode and travel speed”.



**Display of ordinary screen**

If the machine monitor starts normally, the ordinary screen is displayed.

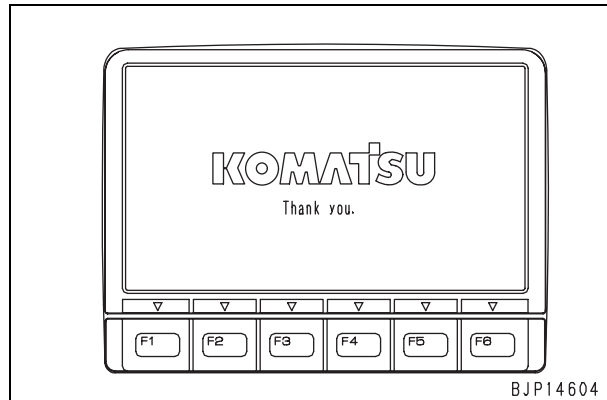
- ★ Service meter (a) or a clock is displayed at the center upper section of the screen (The service meter or clock is selected with [F4]).
- ★ ECO gauge (b) is displayed at the right end of the screen (It is turned ON and OFF in the service mode).



**Display of end screen**

When the starting switch is turned OFF, the end screen is displayed for 5 seconds.

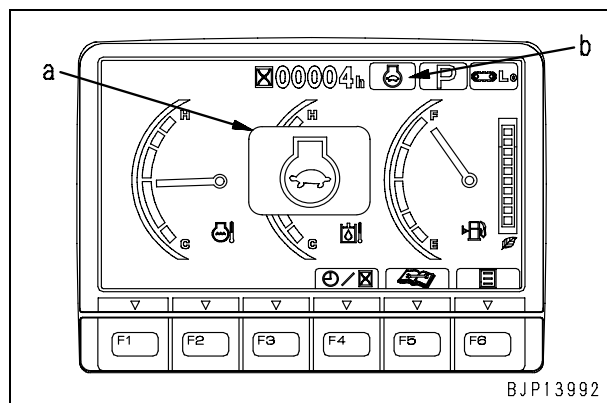
- ★ Another message may be displayed on the end screen, depending on the message display function of KOMTRAX.



**Selection of auto-deceleration**

While the ordinary screen is displayed, if the auto-deceleration switch is pressed, large auto-deceleration monitor (a) is displayed for 2 seconds and the setting of the auto-deceleration is changed.

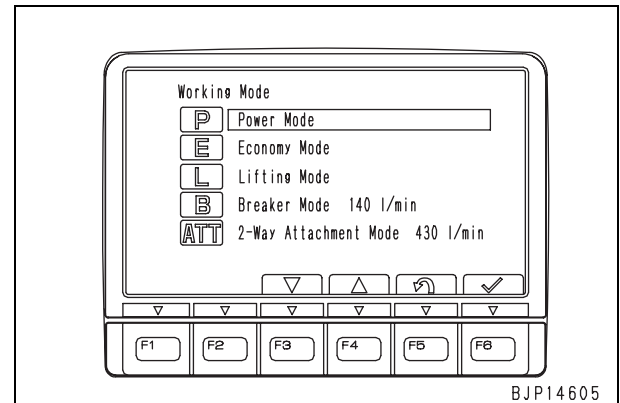
- ★ Each time the auto-deceleration switch is pressed, the auto-deceleration is turned ON and OFF alternately.
- ★ If the auto-deceleration is turned ON, large monitor (a) and auto-deceleration monitor (b) are displayed simultaneously.
- ★ If the auto-deceleration is turned OFF, auto-deceleration monitor (b) goes off.



**Selection of working mode**

Select a working mode according to the following procedure.

1. While the ordinary screen is displayed, press the working mode selector switch, and the working mode selection screen is displayed.
  - ★ The following figure is the working mode selection screen displayed when "With attachment" is set (If "With attachment" is not set in the service mode, the attachment mode [ATT] is not displayed).



2. Operate the function switches or working mode selector switch to select and confirm the working mode which you will use.

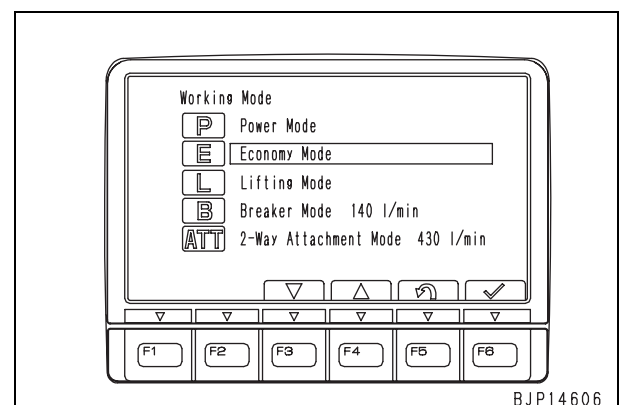
**Function switches**

- [F3]: Move to lower working mode
- [F4]: Move to upper working mode
- [F5]: Cancel selection and return to ordinary screen
- [F6]: Confirm selection and return to ordinary screen

**Working mode selector switch**

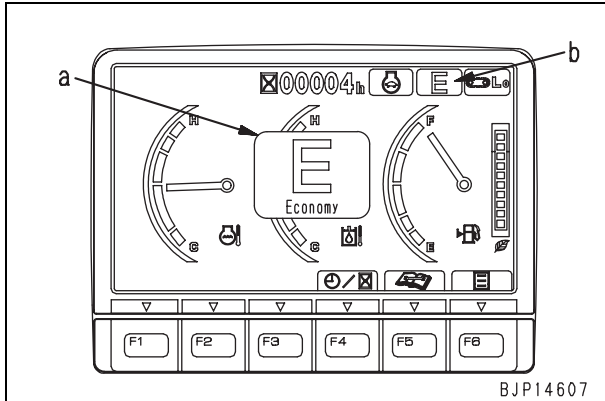
- Press: Move to lower working mode
- Hold down: Confirm selection and return to ordinary screen

- ★ If you do not touch any of the function switches and working mode selector switch for 5 seconds, the selection is confirmed and the screen changes to the ordinary screen.



3. When the ordinary screen is displayed again, large working mode monitor (a) is displayed for 2 seconds, and then the setting of the working mode is changed.

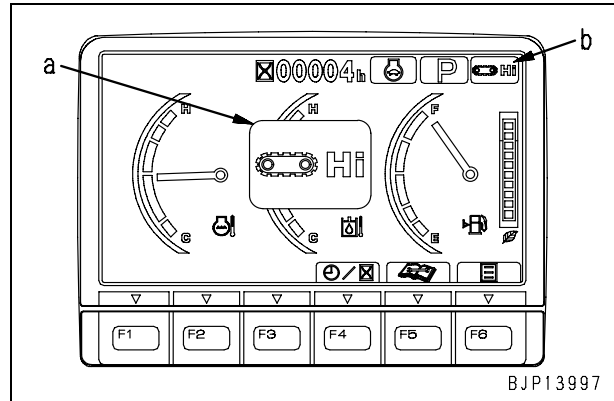
- ★ When large monitor (a) is displayed, the display of working mode monitor (b) is changed, too.



**Selection of travel speed**

While the ordinary screen is displayed, if the travel speed shifting switch is pressed, large travel speed monitor (a) is displayed for 2 seconds and the setting of the travel speed is changed.

- ★ Each time the travel speed shifting switch is pressed, the travel speed is changed to Lo, Mi, Hi, and Lo again in order.
- ★ When large monitor (a) is displayed, the display of travel speed monitor (b) is changed, too.



**<Precautions for selecting breaker mode [B]>**

- If breaker mode [B] is selected, both of the control of the hydraulic pump and the setting of the hydraulic circuit are changed.
- If an attachment other than the breaker is used, the machine may move unexpectedly or may not operate normally or the hydraulic components may be damaged.
- After the breaker mode is selected, the screen to confirm the selection of the breaker mode is displayed (The buzzer sounds intermittently while this screen is displayed).
- If the setting is confirmed on this screen, the screen changes to the ordinary screen.

If No is selected:

Working mode is set to economy mode [E]

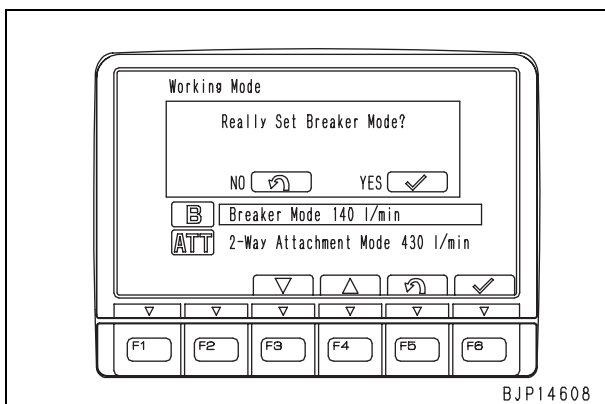
If Yes is selected:

Working mode is set to breaker mode [B]

**Operation to stop alarm buzzer**

While the alarm buzzer is sounding, if the alarm buzzer cancel switch is pressed, the alarm buzzer stops.

- ★ Even if the alarm buzzer cancel switch is pressed, the screen does not change.

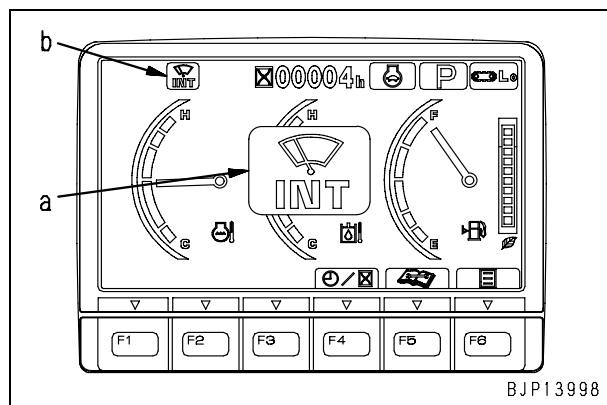




### Operation of windshield wiper

While the ordinary screen is displayed, if the wiper switch is pressed, large wiper monitor (a) is displayed for 2 seconds and the windshield wiper starts or stops.

- ★ Each time the wiper switch is pressed, the windshield wiper setting is changed to INT, ON, OFF, and INT again in order.
- ★ When large monitor (a) is displayed, the display of wiper monitor (b) is changed or turned OFF, too.
- ★ If the windshield wiper is turned OFF, large monitor (a) is not displayed.



### Operation of window washer

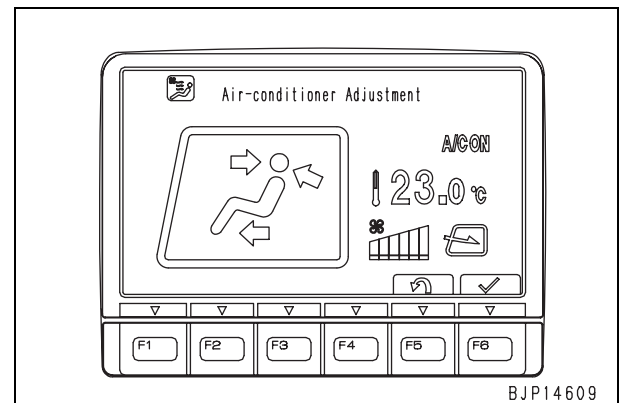
While the ordinary screen is displayed, if the window washer switch is pressed, the washing liquid is splashed only while the switch is held down.

- ★ Even if the window washer switch is pressed, the screen does not change.

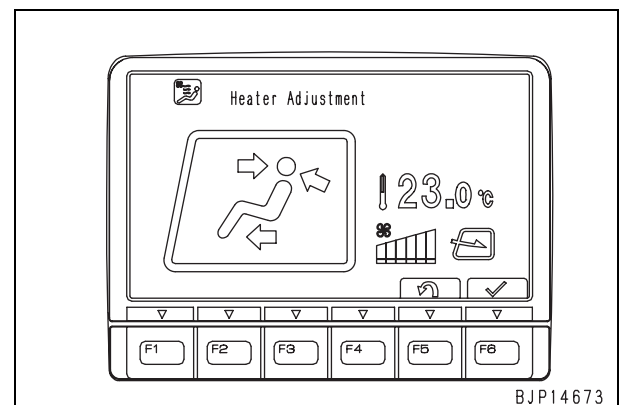
### Operation of air conditioner/heater

While the ordinary screen is displayed, press the air conditioner switch or heater switch, and the air conditioner adjustment screen or heater adjustment screen is displayed.

- ★ While the air conditioner adjustment screen or heater adjustment screen is displayed, if you do not touch any switch for 5 seconds, the screen changes to the ordinary screen.
- ★ Air conditioner specification

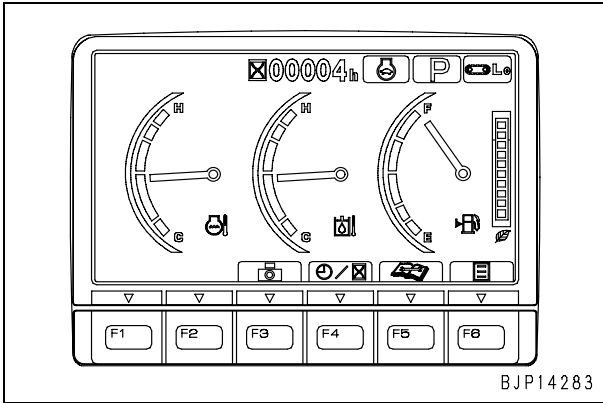


- ★ Heater specification

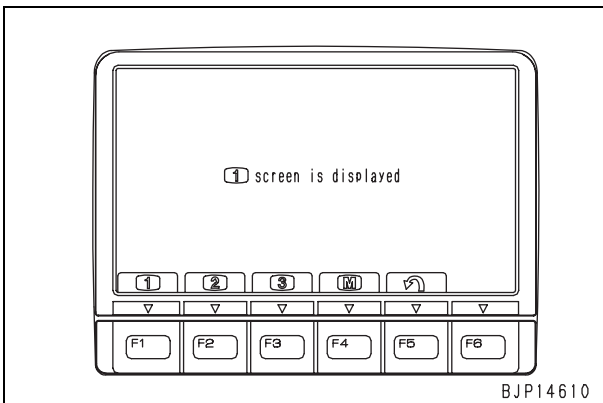


**Operation to display camera mode (if camera is installed)**

When a camera is installed, if [F3] is pressed, the multi-display changes to the camera image (Set the connection of the camera in the service mode).



- ★ Up to 3 cameras can be connected. If the camera mode is selected, however, only the image of camera 1 is always displayed.

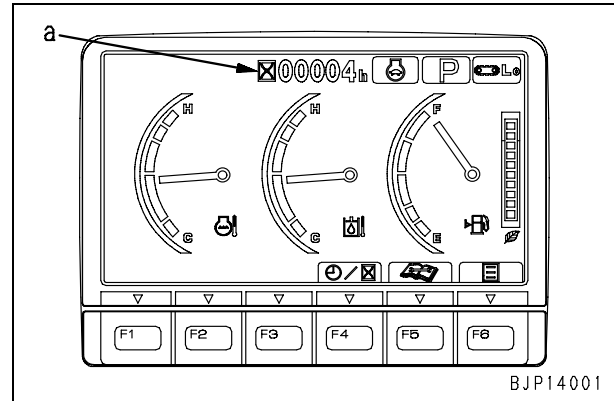


- ★ If a caution is generated in the camera mode, the caution monitor is displayed at the left upper of the screen (The low hydraulic oil temperature caution is not displayed there, however).
- ★ When an error that there is a user code occurs in the camera mode, if you do not touch any control lever for 10 seconds, the screen changes to the ordinary screen and displays the error information.
- ★ When two or more cameras are connected, the image of one of them or the images of two of them can be displayed.  
If 2-camera image display [F4] is selected, the image of camera 1 is displayed on the left side of the screen and the image of camera 2 is displayed on the right side. The image of camera 3 is displayed only singly.
- ★ If the images of 2 cameras are displayed simultaneously, images are displayed at intervals of 1 second on the right and left screen.

**Operation to display clock and service meter**

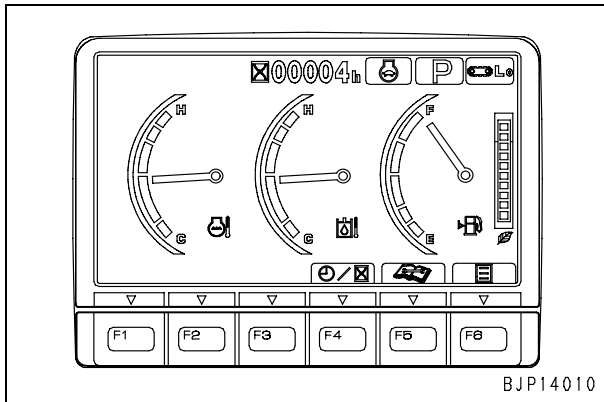
While the ordinary screen is displayed, press [F4], and section (a) changes to the service meter and clock alternately.

- ★ When the clock is selected, adjust the time, set 12-hour or 24-hour display, and set the summer time with the user mode function.



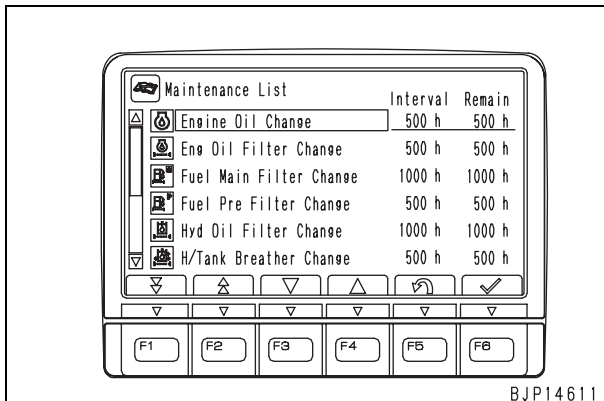
**Check of maintenance information**

While the maintenance monitor or ordinary screen is displayed, press [F5], and the maintenance table screen is displayed.



BJP14010

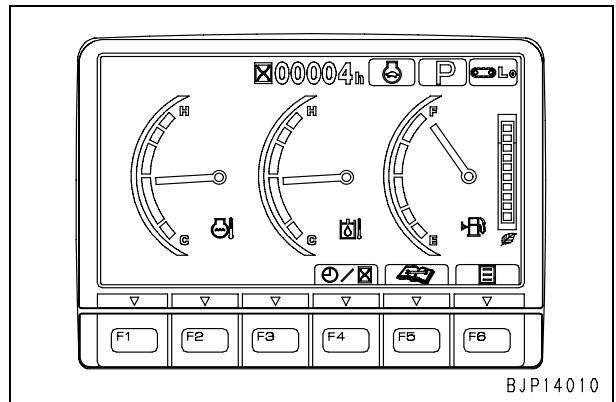
- ★ To reset the time left after finishing maintenance, more operations are necessary (See "Maintenance record" in the service mode).



BJP14611

**Setting and display of user mode  
(Including KOMTRAX messages for user)**

While the ordinary screen is displayed, press [F6], and the user menu screen is displayed.

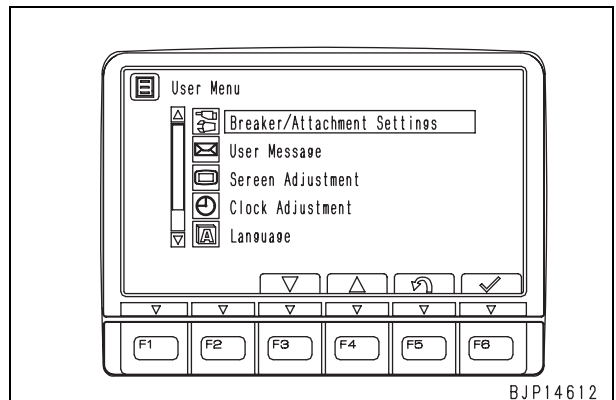


BJP14010

- ★ There are following items in the user menu.

Breaker/Attachment setting
User message
Screen adjustment
Clock adjustment
Language
Economy mode adjustment

- ★ The breaker/attachment setting menu is displayed only when "With attachment" is set in the service mode.



BJP14612

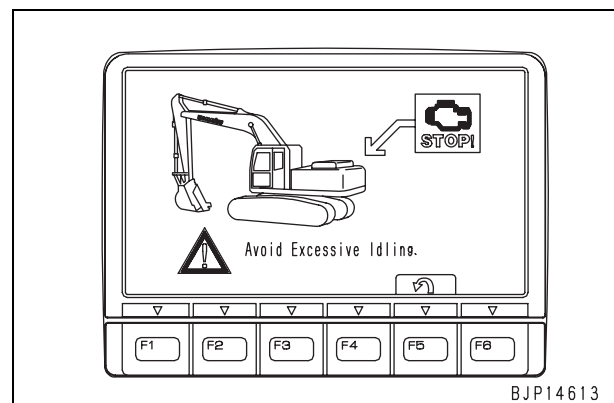
**[KOMTRAX message]**

- There are 2 types of KOMTRAX message; 1 is for the user and the other is for the service.
- For user:  
A message transmitted from the KOMTRAX base station for the user. If it is received, the message monitor is displayed on the ordinary screen. To see the contents of the message, operate "Message display" in the above user menu.
- For service:  
A message transmitted from the KOMTRAX base station for the service. Even if it is received, nothing is displayed on the ordinary screen. To see the contents of the message, operate "KOMTRAX message" display in the service menu.

**Display of energy-saving guidance**

When the machine is set in a certain operating condition, the energy-saving guidance screen is displayed automatically to urge the operator to the energy-saving operation.

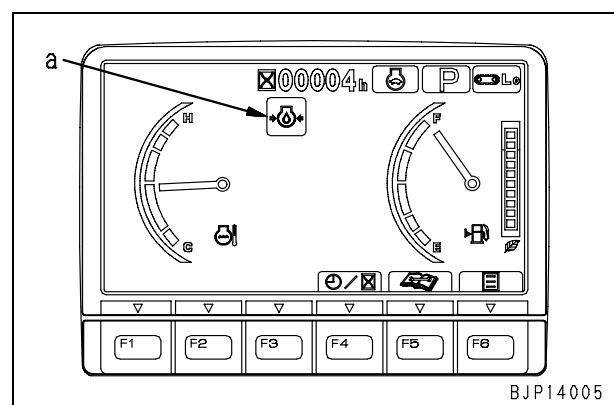
- ★ The energy-saving guidance is displayed when the following condition is satisfied while the display setting is set effective in the service mode.
- ★ Condition for display:  
Engine is running + All levers have been in neutral for 5 minutes + Caution (Note) or user code is not generated (Note)  
Note: Excluding hydraulic oil low temperature caution
- ★ If any lever or pedal is operated, or [F5] is pressed, the screen returns to the ordinary screen.



**Display of caution monitor**

If an abnormality which displays a caution monitor occurs on the ordinary screen or camera mode screen, the caution monitor is displayed large for a moment and then displayed at (a) in the screen.

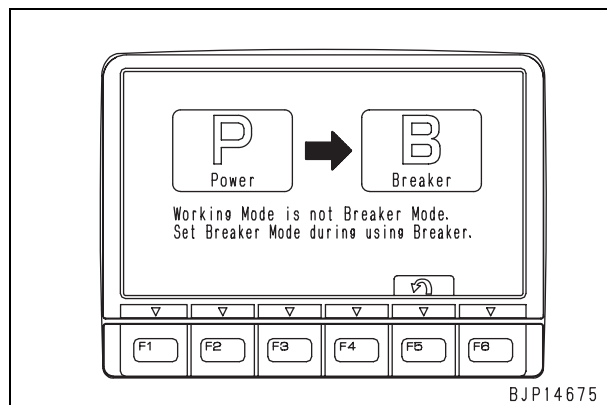
- ★ On the camera mode screen, the caution monitor flashes at the left upper of the screen when the caution is generated.



### Display of automatic judgment of breaker

If the operator performs breaker work in an improper working mode, the breaker automatic judgment screen is displayed to urge the operator to select a proper working mode.

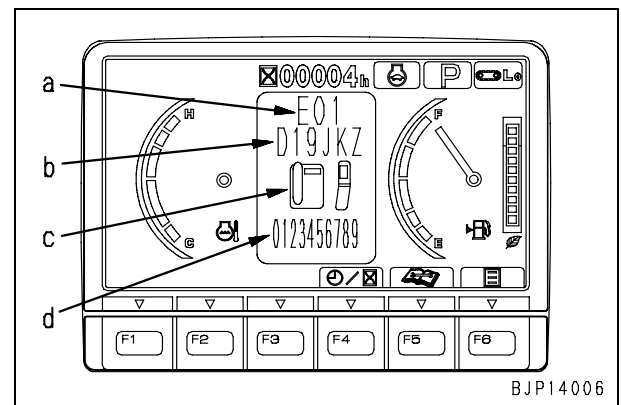
- ★ The breaker automatic judgment is displayed when the following condition is satisfied while the display setting is set effective in the service mode.
  - ★ Condition for display:  
When the pump controller measures the rear pump pressure for a certain time, the obtained value is similar to the pulsation wave form of breaker operation which is held in the controller in advance.
  - ★ The breaker automatic judgment function is set to Not used (Not displayed) when delivered.
  - ★ If this screen is displayed, check the setting of the working mode. If the breaker is being used, select the breaker mode [B].
  - ★ To return to the ordinary screen, press [F5].



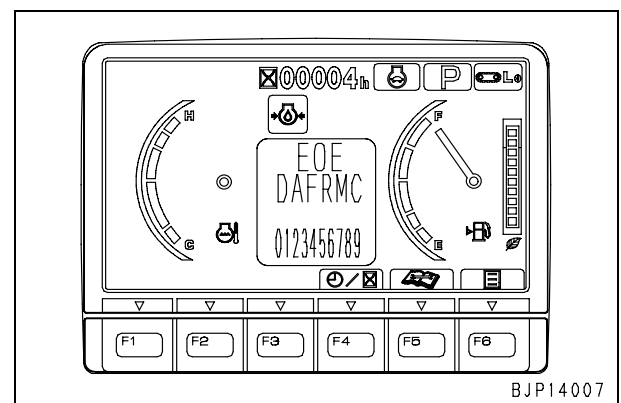
### Display of user code and failure code

If an abnormality which displays a user code and a failure code occurs on the ordinary screen or camera mode screen, all the information of the abnormality is displayed.

- (a): User code (3 digits)
- (b): Failure code (5 or 6 digits)
- (c): Telephone mark
- (d): Telephone No.
- ★ This screen is displayed only when an abnormality (failure code) for which a user code is set occurs.
- ★ The telephone mark and telephone No. are displayed only when the telephone No. is registered in the service mode.
- ★ If multiple abnormalities occur simultaneously, all the codes are displayed repeatedly in order.
- ★ Since the information of the displayed failure code is recorded in the abnormality record in the service mode, check the details in the service mode.



- ★ When the caution monitor is also displayed, the telephone mark is not displayed.



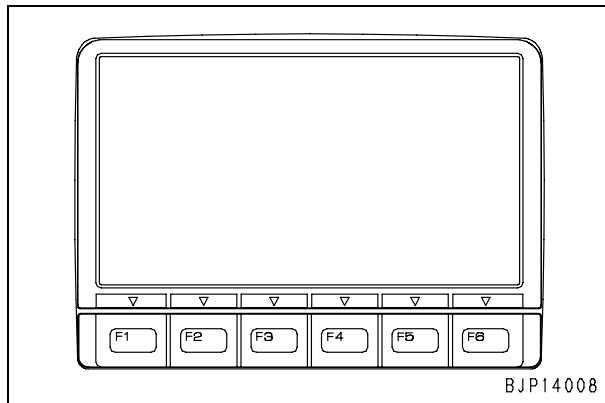
- ★ Remedies given by displayed user codes to operator to take (The following table is an excerpt from the Operation and Maintenance Manual)

User code	Failure mode	Action
<b>E02</b>	Pump control system error	When emergency pump drive switch is at the up (emergency) position, normal operations become possible, but have inspection carried out immediately.
<b>E03</b>	Swing brake system error	Move the swing brake cancel switch up to release the brake. When applying the swing brake, operate the swing lock switch manually. Depending on the cause of the problem, it may not be possible to release it. In any case, have inspection carried out immediately.
<b>E10</b>	Engine controller power source error Engine controller drive system circuit error (engine stopped)	Have inspection carried out immediately.
<b>E11</b>	Engine controller system error Output reduced to protect engine	Operate machine to a safe posture and have inspection carried out immediately.
<b>E14</b>	Abnormality in throttle system	Operate machine to a safe posture and have inspection carried out immediately.
<b>E15</b>	Engine sensor (coolant temperature, fuel pressure, oil pressure) system error	Operations are possible, but have inspection carried out immediately.
<b>E0E</b>	Network error	Operate machine to a safe posture and have inspection carried out immediately.

### Function of checking display of LCD (Liquid Crystal Display)

While the ordinary screen is displayed, if the following numeral input switch and function switch are operated as follows, all the LCD (Liquid Crystal Display) lights up in white.

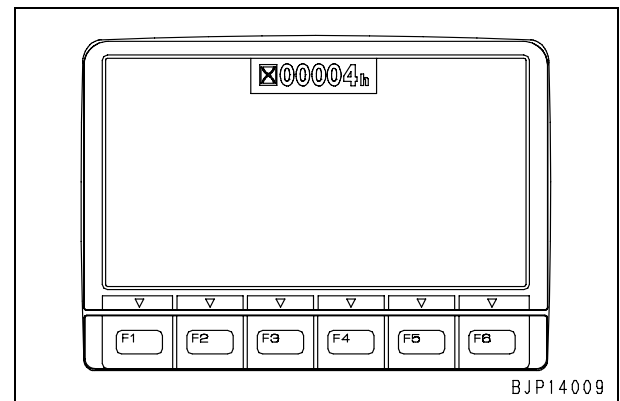
- Operation of switches (simultaneous): [4] + [F2]
- ★ When finishing the operation of the switches, release [F2] first.
- ★ If there is a display error in the LCD, only that part is indicated in black.
- ★ The LCD panel sometimes has black points (points which are not lighted) and bright points (points which do not go off) for the reason of its characteristics. If the number of the bright points and black points does not exceed 10, those points are not a failure or a defect.
- ★ To return to the former screen, press the function switch.



### Function of checking service meter

To check the service meter while the starting switch is turned OFF, operate the numeral input switches as follows. At this time, only the service meter section displays.

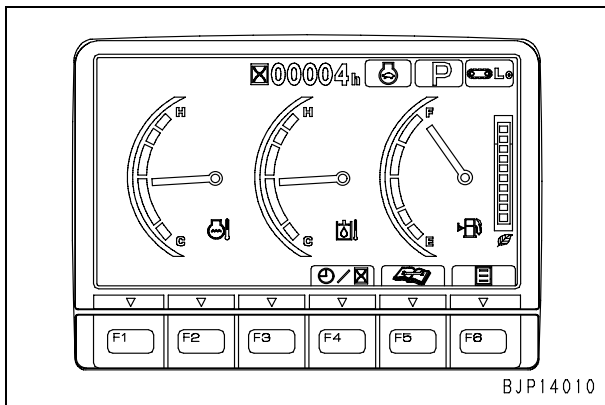
- Operation of switches (simultaneous): [4] + [1]
- ★ Since there is some time lag in start of the LCD, hold down the switches until the LCD displays normally.
- ★ After the machine monitor is used continuously, blue points (points which do not go off) may be seen on this screen. This phenomenon does not indicate a failure or a defect.



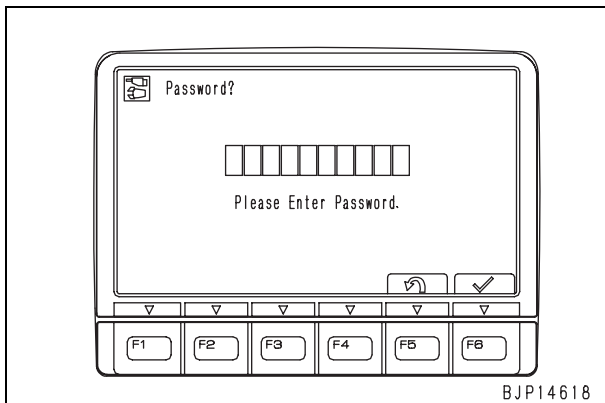
**Function of changing attachment/maintenance password**

When changing the attachment/maintenance password used for the attachment setting function and maintenance setting function, follow these procedures.

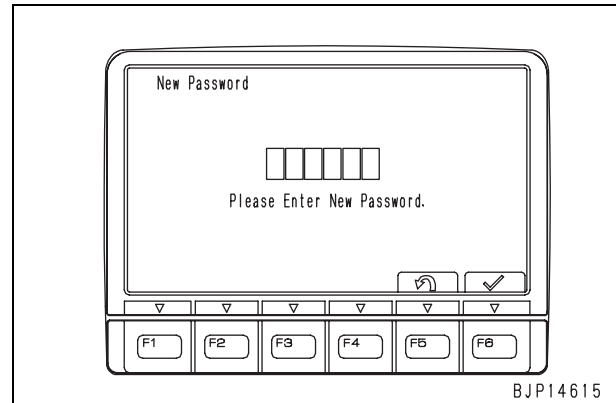
1. While the ordinary screen is displayed, perform the following operation with the numeral input switches.
  - Operation of switches (While pressing [4], perform the operation in order):  
[4] + [5] → [5] → [5]
  - ★ This operation of the switches is not accepted until 10 minutes pass after the starting switch is turned on.



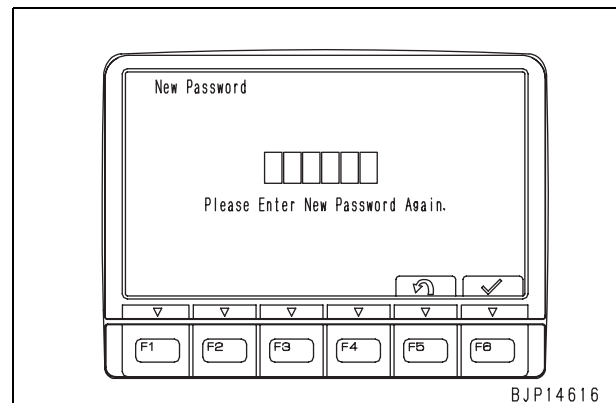
2. After the Attachment/Maintenance PASSWORD screen is displayed, input the current password with the numeral input switches and confirm it with the function switch.
  - [F5]: Reset input numeral/Return to ordinary screen
  - [F6]: Confirm input numeral
  - ★ Default password: [000000]
  - ★ If the input password is correct, the screen changes to the next screen.
  - ★ If the input password is incorrect, the message to input the password again is displayed.



3. After the New password input screen is displayed, input a new password with the numeral input switches and confirm it with the function switch.
  - ★ Set a new password of 4 – 6 digits (If it has only 3 or less digits or has 7 or more digits, it is not accepted).
  - [F5]: Reset input numeral/Return to ordinary screen
  - [F6]: Confirm input numeral

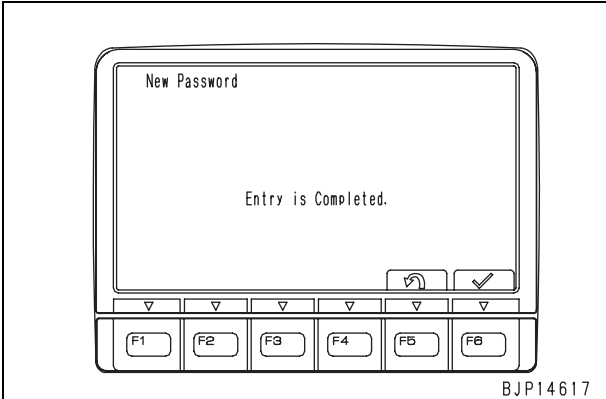


4. After the New password input screen is displayed again, input a new password again with the numeral input switches and confirm it with the function switch.
  - [F5]: Reset input numeral/Return to ordinary screen
  - [F6]: Confirm input numeral
  - ★ If a password different from the password input before is input, the message to input again is displayed.





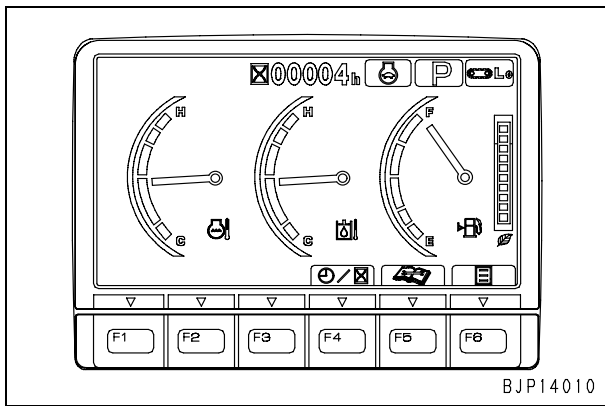
- 5. If the screen to notify completion of setting is displayed and then the ordinary screen is displayed, the password is changed successfully.



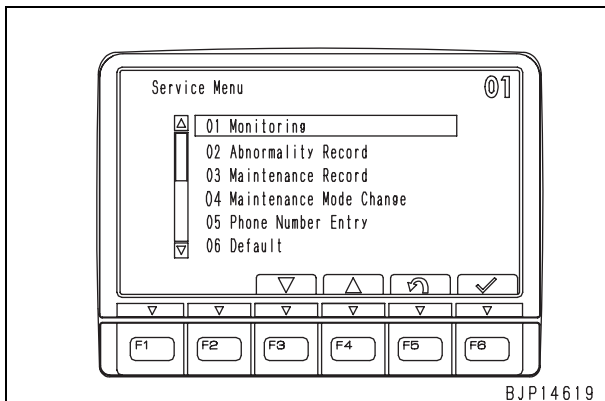
■ **Service mode**

To change the operator mode to the service mode, perform the following operation.  
This operation is always required when you use the service mode.

1. Check of display of screen and operation of switches  
While the ordinary screen is displayed, perform the following operation with the numeral input switches.
  - Operation of switches (While pressing [4], perform the operation in order):  
[4] + [1] → [2] → [3]
  - ★ This operation of the switches is accepted only while the ordinary screen is displayed.



2. Selection of service menu  
When the Service menu screen is displayed, the service mode is selected. Select a service menu you use with the function switches or numeral input switches.
  - [F3]: Move to lower menu
  - [F4]: Move to upper menu
  - [F5]: Return to ordinary screen (operator mode)
  - [F6]: Confirm selection
  - ★ You may enter a 2-digit code with the numeral input switches to select the menu of that code and confirm it with [F6].



★ The items which can be selected in the service menu are as follows (including some items which need special operations).

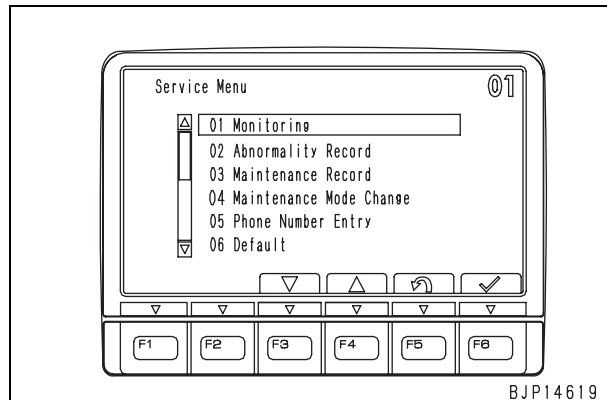
01 Monitoring	
02 Abnormality record	Mechanical systems
	Electrical systems
	Air-conditioning system/Heater system
03 Maintenance record	
04 Maintenance mode change	
05 Phone number entry	
06 Default	Working mode with key ON
	Setting of unit
	With/Without attachment
	Setting of attachment/maintenance password
	Setting of camera
	Setting of ECO display
	Setting of automatic judgment of breaker
07 Adjustment	Pump absorption torque (F)
	Pump absorption torque (R)
	Setting of travel Lo speed
	Adjustment of flow to attachment in compound operation
08 Reduced cylinder mode operation	
09 No-injection cranking	
10 Display of fuel consumption	
11 Display of KOMTRAX	Setting condition of terminal
	Condition of positioning and communication
	MODEM S/N (Model TH300)
	MODEM IP address (Model TH200)

## Monitoring

The machine monitor can monitor the condition of the machine in real time by receiving signals from various switches, sensors, and actuators installed to many parts of the machine and the information from the controllers which are controlling switches, etc.

### 1. Selecting menu

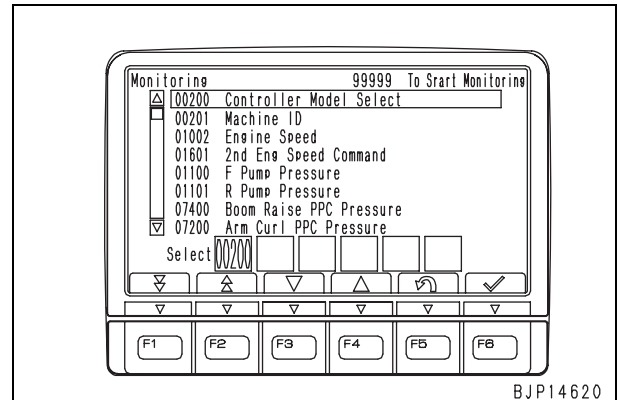
Select "Monitoring" on the service menu screen.



### 2. Selecting monitoring items

After the "Monitoring selection menu screen" is displayed, select items to be monitored with the function switches or numeral input switches.

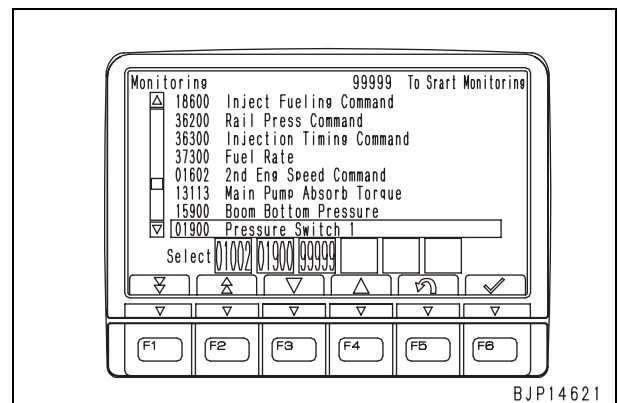
- [F1]: Move to next page (screen)
- [F2]: Move to previous page (screen)
- [F3]: Move to lower item
- [F4]: Move to upper item
- [F5]: Reset input numeral/Return to service menu screen
- [F6]: Confirm selection
- ★ Selection with function switches: Select an item with [F3] or [F4] and confirm it with [F6].
- ★ Selection with numeral input switches: Enter a 5-digit code, and the item of that code is selected directly. Confirm that item with [F6].
- ★ If the color of the selected box changes from yellow to red, selection of the item of that box is confirmed.
- ★ Up to 6 monitoring items can be selected at a time. You may not be able to set up to 6 items, however, depending on the display form of those items.



### 3. Deciding monitoring items

After selecting monitoring items, execute monitoring with the function switch or numeral input switch.

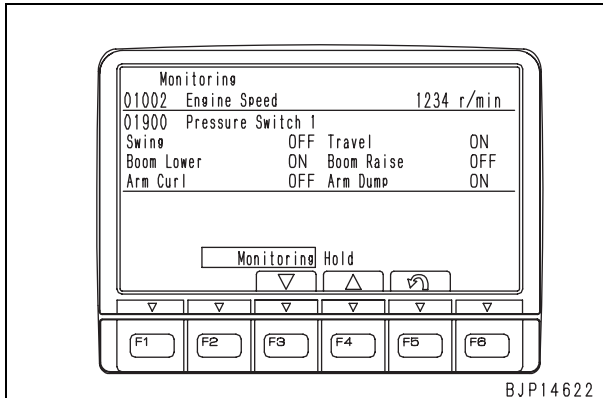
- ★ Execution with function switch: Double-click or hold down [F6] (about 2 seconds).
- ★ Execution with numeral input switch: Input [99999] and press [F6].
- ★ When monitoring only 2 items, for example, select them and confirm with [F6]. If [F6] is pressed once more at this time, monitoring is executed.
- ★ If monitoring items are selected up to the limit number, monitoring is executed automatically.



4. Executing monitoring

After the “Executing monitoring screen” is displayed, perform the necessary operation of the machine and check the monitoring information.

- ★ Monitoring information is indicated by value, ON/OFF, or special display.
- ★ The unit of display can be set to SI unit, metric unit, or inch unit with the Initialization function in the service mode.

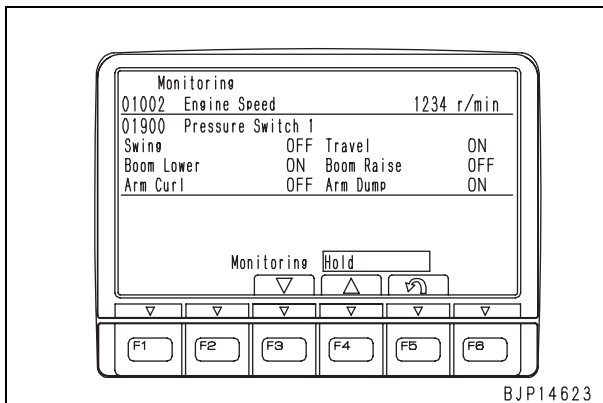


BJP14622

5. Holding monitoring information

The monitoring information can be held and reset with the function switches.

- [F3]: Reset holding
- [F4]: Hold information (displayed data)
- [F5]: Return to monitoring selection menu screen



BJP14623

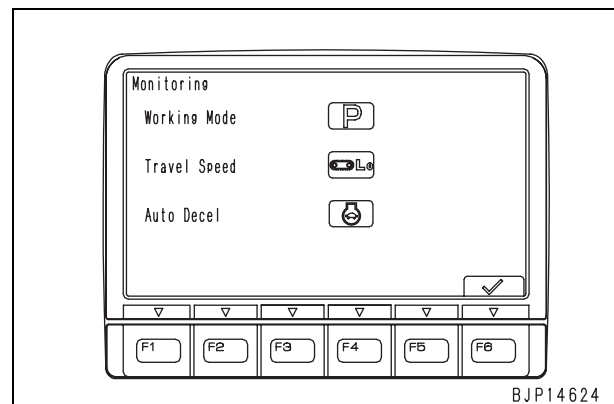
6. Changing machine setting mode

To change the setting of the working mode, travel speed, or auto-deceleration during monitoring, operate the corresponding switch under the current condition, and the mode setting screen is displayed.

While this screen is displayed, if the corresponding switch is operated further, the corresponding mode is changed.

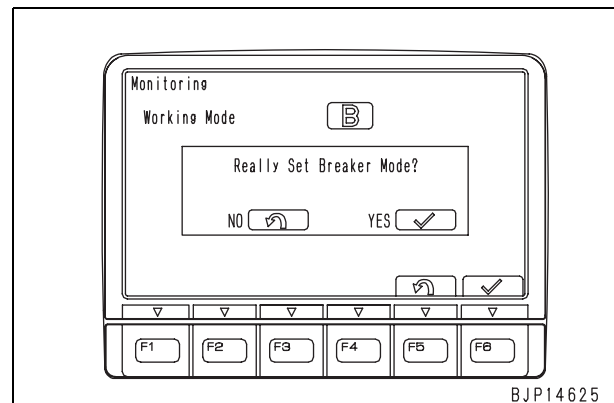
★ After finishing changing the setting, press [F6] to return to the monitoring information screen.

★ If the setting is changed during monitoring, the new setting is held even after the screen returns to the ordinary screen after monitoring is finished.



BJP14624

★ If the working mode is changed to breaker mode [B], the screen to confirm the change of the setting is displayed as in changing the working mode on the ordinary screen.



BJP14625

Monitoring items table

Code No.	Monitoring item (Display on screen)	Unit (Initial setting: ISO)			Component in charge	Remarks
		ISO	meter	inch		
00200	Controller Model Select	—			PUMP	
00201	Machine ID	—			ENG	
01002	Engine speed	r/min	rpm	rpm	ENG	
01601	2nd Eng. Speed Command	r/min	rpm	rpm	PUMP	
01100	F Pump Pressure	MPa	kg/cm <sup>2</sup>	psi	PUMP	
01101	R Pump Pressure	MPa	kg/cm <sup>2</sup>	psi	PUMP	
07400	Boom Raise PPC Pressure	MPa	kg/cm <sup>2</sup>	psi	PUMP	
07200	Arm Curl PPC Pressure	MPa	kg/cm <sup>2</sup>	psi	PUMP	
07300	Bucket Curl PPC Pressure	MPa	kg/cm <sup>2</sup>	psi	PUMP	
07301	Bucket Dump PPC Pressure	MPa	kg/cm <sup>2</sup>	psi	PUMP	
09001	Swing left PPC Pressure	MPa	kg/cm <sup>2</sup>	psi	PUMP	
09002	Swing right PPC Pressure	MPa	kg/cm <sup>2</sup>	psi	PUMP	
04107	Coolant Temperature	°C	°C	°F	ENG	
04401	Hydr. Oil Temperature	°C	°C	°F	PUMP	
01300	PC-EPC Sol. Curr.(F)	mA	mA	mA	PUMP	
01302	PC-EPC Sol. Curr.(R)	mA	mA	mA	PUMP	
01500	LS-EPC Sol. Curr.	mA	mA	mA	PUMP	
08000	Merge-divider Sol. Curr.(Main)	mA	mA	mA	PUMP	
08001	Merge-divider Sol. Curr.(LS)	mA	mA	mA	PUMP	
01700	Service Sol. Curr.	mA	mA	mA	PUMP	
03200	Battery Voltage	V	V	V	PUMP	
03203	Battery Power Supply	V	V	V	ENG	
04300	Battery Charge Vol.	V	V	V	MON	
36400	Rail Pressure	MPa	kg/cm <sup>2</sup>	psi	ENG	
37400	Ambient Pressure	kPa	kg/cm <sup>2</sup>	psi	ENG	
18500	Charge Temperature	°C	°C	°F	ENG	
36500	Boost Pressure	kPa	kg/cm <sup>2</sup>	psi	ENG	Absolute value indication (including atmospheric pressure)
36700	Engine Torque Ratio	%	%	%	ENG	
18700	Engine Output Torque	Nm	kgm	lbft	ENG	
03000	Fuel Dial Pos Sens Volt	V	V	V	ENG	
04200	Fuel Level Sensor Vol.	V	V	V	MON	
04105	Eng. Water Temp. Vol. Lo	V	V	V	ENG	
04402	Hydr. Temp. Sonser Vol.	V	V	V	PUMP	
37401	Ambient Press Sens Volt	V	V	V	ENG	
18501	Charge Temp Sens Volt	V	V	V	ENG	
36501	Charge Press Sens Volt	V	V	V	ENG	
36401	Rail Pressure Sens Volt	V	V	V	ENG	
17500	Engine Power Mode	—			ENG	
31701	Throttle Position	%	%	%	ENG	
31706	Final Throttle Position	%	%	%	ENG	
18600	Inject Fueling Command	mg/st	mg/st	mg/st	ENG	
36200	Rail Press Command	MPa	kg/cm <sup>2</sup>	psi	ENG	
36300	Injection Timing Command	CA	CA	CA	ENG	
37300	Fuel Rate	ℓ/h	ℓ/h	gal/h	ENG	
01602	2nd Eng. Speed Command	%	%	%	PUMP	
13113	Main Pump Absorb Torque	Nm	kgm	lbft	PUMP	
15900	Boom Bottom Pressure	MPa	kg/cm <sup>2</sup>	psi	PUMP	

Code No.	Monitoring item (Display on screen)		Unit (Initial setting: ISO)			Component in charge	Remarks
			ISO	meter	inch		
01900	Pressure Switch 1	Swing		ON•OFF		PUMP	
		Travel		ON•OFF		PUMP	
		Boom Lower		ON•OFF		PUMP	
		Boom Raise		ON•OFF		PUMP	
		Arm Curl		ON•OFF		PUMP	
		Arm Dump		ON•OFF		PUMP	
01901	Pressure Switch 2	Bucket Curl		ON•OFF		PUMP	
		Bucket Dump		ON•OFF		PUMP	
		Service		ON•OFF		PUMP	
		Travel Steering		ON•OFF		PUMP	
02300	Solenoid Valve 1	Travel Junction		ON•OFF		PUMP	
		Swing Brake		ON•OFF		PUMP	
		Merge-divider		ON•OFF		PUMP	
		2-Stage Relief		ON•OFF		PUMP	
		Travel Speed		ON•OFF		PUMP	
02301	Solenoid Valve 2	Service Return		ON•OFF		PUMP	
02200	Switch Input 1	Lever Sw.		ON•OFF		PUMP	
		Swing Release Sw.		ON•OFF		PUMP	
		Swing Brake Sw.		ON•OFF		PUMP	
02201	Switch Input 2	Model Select 1		ON•OFF		PUMP	
		Model Select 2		ON•OFF		PUMP	
		Model Select 3		ON•OFF		PUMP	
		Model Select 4		ON•OFF		PUMP	
		Model Select 5		ON•OFF		PUMP	
		Overload Alarm		ON•OFF		PUMP	
02202	Switch Input 3	Key Switch (ACC)		ON•OFF		PUMP	
02204	Switch Input 5	Window Limit SW.		ON•OFF		PUMP	
		P Limit SW.		ON•OFF		PUMP	
		W Limit SW.		ON•OFF		PUMP	
04500	Monitor input 1	Key Switch		ON•OFF		MON	
		Start		ON•OFF		MON	
		Preheat		ON•OFF		MON	
		Light		ON•OFF		MON	
		Rad. Level		ON•OFF		MON	
04501	Monitor Input 2	Air cleaner		ON•OFF		MON	
		Eng. Oil Level		ON•OFF		MON	
		Battery Charge		ON•OFF		MON	
04502	Monitor Input 3	Swing Brake Sw.		ON•OFF		MON	
04503	Monitor Function Switches	F1		ON•OFF		MON	
		F2		ON•OFF		MON	
		F3		ON•OFF		MON	
		F4		ON•OFF		MON	
		F5		ON•OFF		MON	
		F6		ON•OFF		MON	
04504	Monitor 1st & 2nd Row Switches	SW1		ON•OFF		MON	
		SW2		ON•OFF		MON	
		SW3		ON•OFF		MON	
		SW4		ON•OFF		MON	
		SW5		ON•OFF		MON	
		SW6		ON•OFF		MON	

Code No.	Monitoring item (Display on screen)		Unit (Initial setting: ISO)			Component in charge	Remarks
			ISO	meter	inch		
04505	Monitor 3rd & 4th Row Switches	SW7	ON•OFF			MON	
		SW8	ON•OFF			MON	
		SW9	ON•OFF			MON	
		SW10	ON•OFF			MON	
		SW11	ON•OFF			MON	
		SW12	ON•OFF			MON	
04506	Monitor 5th Row Switches	SW13	ON•OFF			MON	
		SW14	ON•OFF			MON	
		SW15	ON•OFF			MON	
18800	Water In Fuel		ON•OFF			ENG	WIF: Water In Fuel
20216	ECM Build Version		—			ENG	
20217	ECM CAL Data Ver		—			ENG	
18900	ECM Internal Temp		°C	°C	°F	ENG	
20400	ECM Serial No		—			ENG	
20227	Monitor Ass'y P/N		—			MON	
20402	Monitor Serial No		—			MON	
20228	Monitor Prog. P/N		—			MON	
20229	Pump Con. Ass'y P/N		—			PUMP	
20403	Pump Con. Serial No		—			PUMP	
20230	Pump Con. Prog. P/N		—			PUMP	

- ★ Entry order of items in table  
The items are entered in the order of display on the monitoring selection menu screen.
- ★ Unit  
The display unit can be set to ISO, meter, or inch freely (Set it with Unit setting in Initialization of the service menu).  
"CA" in the display unit is an abbreviation for crankshaft angle.  
"mg/st" in the display unit is an abbreviation for milligram/stroke.
- ★ Component in charge  
MON: The machine monitor is in charge of detection of monitoring information.  
ENG: The engine controller is in charge of detection of monitoring information.  
PUMP: The pump controller is in charge of detection of monitoring information.

**Abnormality record**

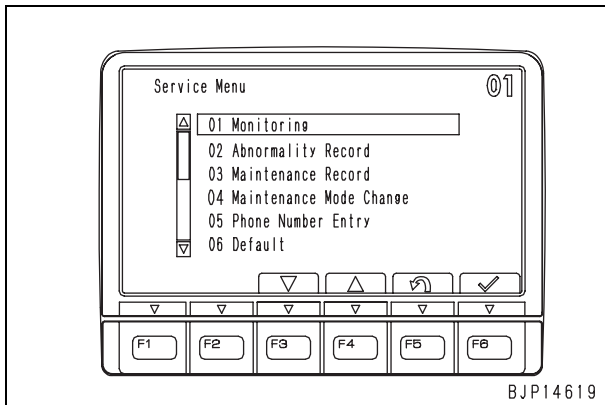
**(Mechanical system abnormality record)**

The machine monitor classifies and records the abnormalities which occurred in the past or which are occurring at present into the mechanical systems, electrical systems, and air-conditioning system or heater system.

To check the mechanical system abnormality record, perform the following procedures.

1. Selecting menu

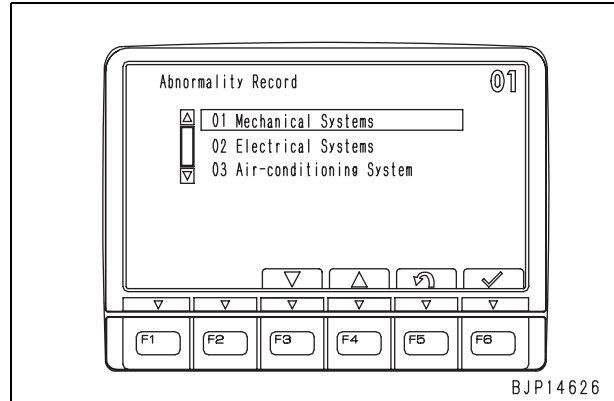
Select "Abnormality record" on the "service menu" screen.



2. Selecting sub menu

After the "Abnormality record" screen is displayed, select "Mechanical systems with the function switches or numeral input switches.

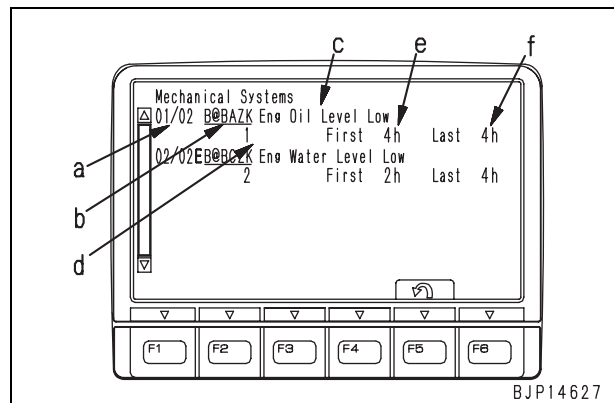
- [F3]: Move to lower item
- [F4]: Move to upper item
- [F5]: Return to service menu screen
- [F6]: Confirm selection
- ★ You may enter a 2-digit code with the numeral input switches to select the record of that code and confirm it with [F6].
- ★ The following figure shows the display of the air conditioner specification. The heater specification and heaterless specification are different from each other in the display of "03 Air-conditioning system", which may not be displayed in the heaterless specification.



3. Information displayed on "abnormality record" screen

On the "Mechanical systems" screen, the following information is displayed.

- (a): Occurrence order of abnormalities from latest one/Total number of records
- (b): Failure code
- (c): Contents of trouble
- (d): Number of occurrence time
- (e): Service meter reading at first occurrence
- (f) : Service meter reach at last occurrence
- [F1]: Move to next page (screen) (if displayed)
- [F2]: Move to previous page (screen) (if displayed)
- [F5]: Return to abnormality record screen
- ★ If no abnormality record is recorded, "No abnormality record" is displayed.
- ★ If the number of occurrence time is 1 (first occurrence), the service meter reading at the first occurrence and that at the last occurrence are the same.
- ★ If [E] is displayed on the left of a failure code, the abnormality is still occurring or resetting of it has not been confirmed.
- ★ For all the failure codes that the machine monitor can record, see the failure codes table in Abnormality record (Electrical systems).





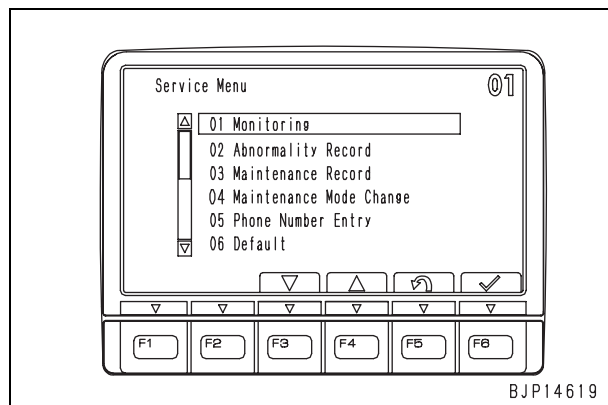
4. Resetting abnormality record  
The contents of the mechanical system abnormality record cannot be reset.

**Abnormality record (Electrical systems)**

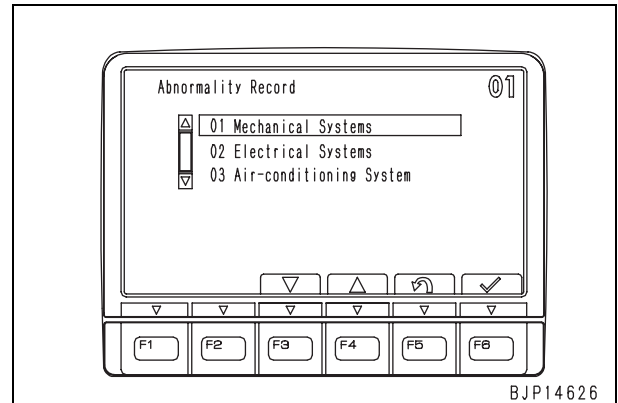
The machine monitor classifies and records the abnormalities which occurred in the past or which are occurring at present into the mechanical systems, electrical systems, and air-conditioning system.

To check the electrical system abnormality record, perform the following procedures.

1. Selecting menu  
Select "Abnormality record" on the service menu screen.



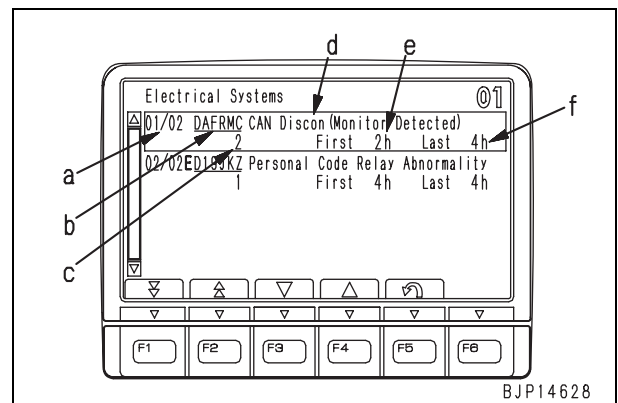
2. Selecting sub menu  
After the "Abnormality record" screen is displayed, select "Electrical systems" with the function switches or numeral input switches.
  - [F3]: Move to lower item
  - [F4]: Move to upper item
  - [F5]: Return to service menu screen
  - [F6]: Confirm selection
  - ★ You may enter a 2-digit code with the numeral input switches to select the record of that code and confirm it with [F6].
  - ★ The following figure shows the display of the air conditioner specification. The heater specification and heaterless specification are different from each other in the display of "03 Air-conditioning system", which may not be displayed in the heaterless specification.



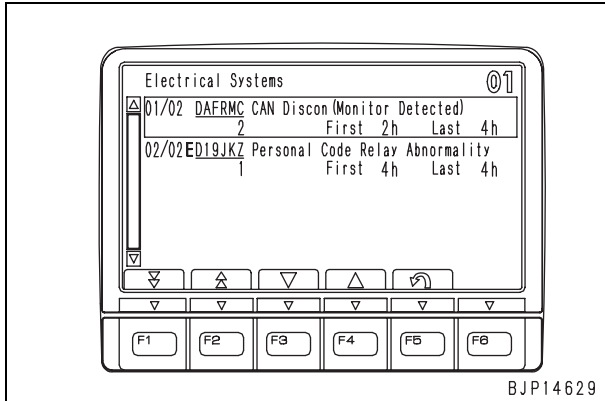
3. Information displayed on "abnormality record" screen

On the "Electrical systems" screen, the following information is displayed.

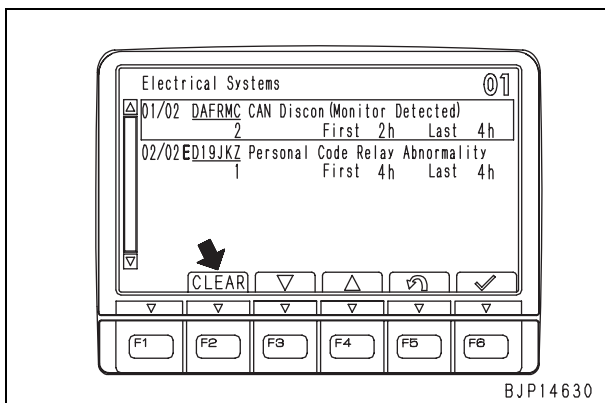
- (a): Occurrence order of abnormalities from latest one/Total number of records
  - (b): Failure code
  - (c): Contents of trouble
  - (d): Number of occurrence time
  - (e): Service meter reading at first occurrence
  - (f) : Service meter reach at last occurrence
- [F1]: Move to next page (screen) (if displayed)
  - [F2]: Move to previous page (screen) (if displayed)
  - [F3]: Move to lower item
  - [F4]: Move to upper item
  - [F5]: Return to "abnormality record" screen
  - ★ If no abnormality record is recorded, "No abnormality record" is displayed.
  - ★ If the number of occurrence time is 1 (first occurrence), the service meter reading at the first occurrence and that at the last occurrence are the same.
  - ★ If [E] is displayed on the left of a failure code, the abnormality is still occurring or resetting of it has not been confirmed.
  - ★ For all the failure codes that the machine monitor can record, see the failure codes table.



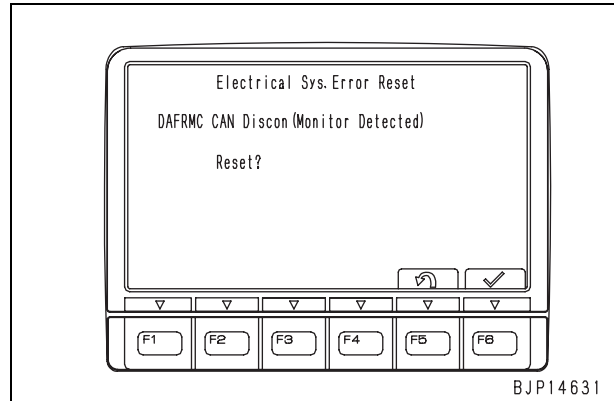
4. Resetting abnormality record
  - 1) While the “Electrical systems” screen is displayed, perform the following operation with the numeral input switches.
    - Operation of switches (While pressing [4], perform the operation in order):  
[4] + [1] → [2] → [3]



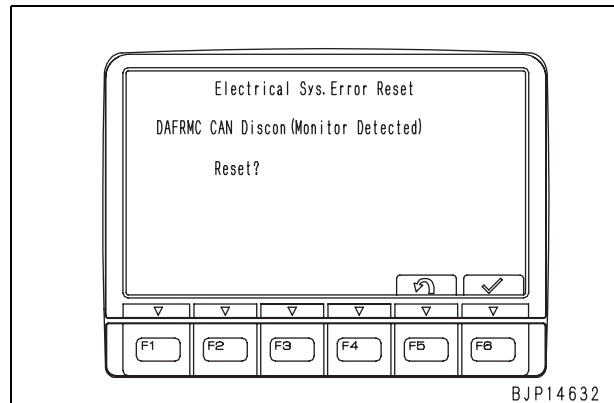
- 2) Check that the screen is set in the reset mode, and then reset the items one by one or together with the function switches.
  - ★ If the screen is set in the reset mode, [CLEAR] graphic mark is indicated at [F2].
  - [F2]: Reset all items
  - [F3]: Move to lower item
  - [F4]: Move to upper item
  - [F5]: Return to abnormality record screen
  - [F6]: Reset selected item
  - ★ To reset items one by one: Select the item to be reset with [F3] or [F4] and press [F6].
  - ★ To reset all items together: Press [F2], and all the items are reset, regardless of selection of the items.
  - ★ If [E] is displayed on the left of a failure code, the resetting operation is accepted but the information is not reset.



- 3) After the “Electrical sys. error reset” screen is displayed, operate the function switches.
  - [F5]: Return to “Electrical systems” screen (Reset mode)
  - [F6]: Execute reset
  - ★ The following figure shows the screen displayed when the items are reset one by one (which is a little different from the screen displayed when all the items are reset together).



- 4) If the screen to notify completion of reset is displayed and then the “Electrical systems” (reset mode) screen is displayed, the reset of the abnormality record is completed.
  - ★ After a while, the screen returns to the “Electrical systems” screen.



Failure codes table

User code	Failure code	Trouble (Displayed on screen)	Alarm buzzer	Component in charge	Category of record
	<b>989L00</b>	Engine Controller Lock Caution 1		MON	Electrical system
	<b>989M00</b>	Engine Controller Lock Caution 2		MON	Electrical system
	<b>989N00</b>	Engine Controller Lock Caution 3		MON	Electrical system
	<b>AA10NX</b>	Air Cleaner Clogging		MON	Mechanical system
	<b>AB00KE</b>	Charge Voltage Low		MON	Mechanical system
	<b>B@BAZG</b>	Eng Oil Press. Low	▲	ENG	Mechanical system
	<b>B@BAZK</b>	Eng Oil Level Low		MON	Mechanical system
	<b>B@BCNS</b>	Eng Water Overheat	▲	ENG	Mechanical system
	<b>B@BCZK</b>	Eng Water Level Low	▲	MON	Mechanical system
	<b>B@HANS</b>	Hydr Oil Overheat	▲	PUMP	Mechanical system
<b>E10</b>	<b>CA111</b>	EMC Critical Internal Failure	●	ENG	Electrical system
<b>E10</b>	<b>CA115</b>	Eng Ne and Bkup Speed Sens Error	●	ENG	Electrical system
<b>E11</b>	<b>CA122</b>	Chg Air Press Sensor High Error	●	ENG	Electrical system
<b>E11</b>	<b>CA123</b>	Chg Air Press Sensor Low Error	●	ENG	Electrical system
<b>E14</b>	<b>CA131</b>	Throttle Sensor High Error	●	ENG	Electrical system
<b>E14</b>	<b>CA132</b>	Throttle Sensor Low Error	●	ENG	Electrical system
<b>E15</b>	<b>CA144</b>	Coolant Temp Sens High Error	●	ENG	Electrical system
<b>E15</b>	<b>CA145</b>	Coolant Temp Sens Low Error	●	ENG	Electrical system
<b>E15</b>	<b>CA153</b>	Chg Air Temp Sensor High Error	●	ENG	Electrical system
<b>E15</b>	<b>CA154</b>	Chg Air Temp Sensor Low Error	●	ENG	Electrical system
<b>E11</b>	<b>CA155</b>	Chg Air Temp High Speed Derate	●	ENG	Electrical system
<b>E15</b>	<b>CA187</b>	Sens Supply 2 Volt Low Error	●	ENG	Electrical system
<b>E11</b>	<b>CA221</b>	Ambient Press Sens High Error	●	ENG	Electrical system
<b>E11</b>	<b>CA222</b>	Ambient Press Sens Low Error	●	ENG	Electrical system
<b>E15</b>	<b>CA227</b>	Sens Supply 2 Volt High Error	●	ENG	Electrical system
	<b>CA234</b>	Eng Overspeed		ENG	Mechanical system
<b>E15</b>	<b>CA238</b>	Ne Speed Sens Supply Volt Error	●	ENG	Electrical system
<b>E10</b>	<b>CA271</b>	IMV/PCV1 Short Error	●	ENG	Electrical system
<b>E10</b>	<b>CA272</b>	IMV/PCV1 Open Error	●	ENG	Electrical system
<b>E11</b>	<b>CA322</b>	Inj #1 (L#1) Open/Short Error	●	ENG	Electrical system

User code	Failure code	Trouble (Displayed on screen)	Alarm buzzer	Component in charge	Category of record
E11	CA323	Inj #5 (L#5) Open/Short Error	●	ENG	Electrical system
E11	CA324	Inj #3 (L#3) Open/Short Error	●	ENG	Electrical system
E11	CA325	Inj #6 (L#6) Open/Short Error	●	ENG	Electrical system
E11	CA331	Inj #2 (L#2) Open/Short Error	●	ENG	Electrical system
E11	CA332	Inj #4 (L#4) Open/Short Error	●	ENG	Electrical system
E10	CA342	Calibration Code Incompatibility	●	ENG	Electrical system
E10	CA351	Injectors Drive Circuit Error	●	ENG	Electrical system
E15	CA352	Sens Supply 1 Volt Low Error	●	ENG	Electrical system
E15	CA386	Sens Supply 1 Volt High Error	●	ENG	Electrical system
E15	CA428	Water in Fuel Sensor High Error	●	ENG	Electrical system
E15	CA429	Water in Fuel Sensor Low Error	●	ENG	Electrical system
E15	CA435	Eng Oil Press Sw Error	●	ENG	Electrical system
E10	CA441	Battery Voltage Low Error	●	ENG	Electrical system
E10	CA442	Battery Voltage High Error	●	ENG	Electrical system
E11	CA449	Rail Press Very High Error	●	ENG	Electrical system
E11	CA451	Rail Press Sensor High Error	●	ENG	Electrical system
E11	CA452	Rail Press Sensor Low Error	●	ENG	Electrical system
E11	CA488	Chg Air Temp High Torque Derate	●	ENG	Electrical system
E15	CA553	Rail Press High Error	●	ENG	Electrical system
E15	CA559	Rail Press Low Error	●	ENG	Electrical system
E15	CA689	Eng Ne Speed Sensor Error	●	ENG	Electrical system
E15	CA731	Eng Bkup Speed Sens Phase Error	●	ENG	Electrical system
E10	CA757	All Continuous Data Lost Error	●	ENG	Electrical system
E15	CA778	Eng Bkup Speed Sensor Error	●	ENG	Electrical system
E0E	CA1633	KOMNET Datalink Timeout Error	●	ENG	Electrical system
E14	CA2185	Throt Sens Sup Volt High Error	●	ENG	Electrical system
E14	CA2186	Throt Sens Sup Volt Low Error	●	ENG	Electrical system
E11	CA2249	Rail Press Very Low Error	●	ENG	Electrical system
E11	CA2311	IMV Solenoid Error	●	ENG	Electrical system
E15	CA2555	Grid Htr Relay Volt High Error	●	ENG	Electrical system

User code	Failure code	Trouble (Displayed on screen)	Alarm buzzer	Component in charge	Category of record
E15	CA2556	Grid Htr Relay Volt Low Error	●	ENG	Electrical system
E01	D19JKZ	Personal Code Relay Abnormality	●	MON2	Electrical system
	D862KA	GPS Antenna Discon		MON2	Electrical system
	DA25KP	5 V Sensor 1 Power Abnormality		PUMP	Electrical system
	DA29KQ	Model Selection Abnormality		PUMP	Electrical system
E0E	DA2RMC	CAN Discon (Pump Con Detected)	●	PUMP	Electrical system
	DAFGMC	GPS Module Error		MON2	Electrical system
E0E	DAFRMC	CAN Discon (Monitor Detected)	●	MON	Electrical system
	DGH2KB	Hydr Oil Sensor Short		PUMP	Electrical system
	DHPAMA	F Pump Press Sensor Abnormality		PUMP	Electrical system
	DHPBMA	R Pump Press Sensor Abnormality		PUMP	Electrical system
	DHS3MA	Arm Curl PPC Press Sensor Abnormality		PUMP	Electrical system
	DHS4MA	Bucket Curl PPC Press Sensor Abnormality		PUMP	Electrical system
	DHS8MA	Boom Raise PPC Press Sensor Abnormality		PUMP	Electrical system
	DHSAMA	Swing RH PPC Press Sensor Abnormality		PUMP	Electrical system
	DHSBMA	Swing LH PPC Press Sensor Abnormality		PUMP	Electrical system
	DHSDMA	Bucket Dump PPC Press Sensor Abnormality		PUMP	Electrical system
	DHX1MA	Overload Sensor Abnormality (Analog)		PUMP	Electrical system
	DW43KA	Travel Speed Sol Discon		PUMP	Electrical system
	DW43KB	Travel Speed Sol Short		PUMP	Electrical system
E03	DW45KA	Swing Brake Sol Discon	●	PUMP	Electrical system
E03	DW45KB	Swing Brake Sol Short	●	PUMP	Electrical system
	DW91KA	Travel Junction Sol Discon		PUMP	Electrical system
	DW91KB	Travel Junction Sol Short		PUMP	Electrical system
	DWA2KA	Service Sol Discon		PUMP	Electrical system
	DWA2KB	Service Sol Short		PUMP	Electrical system
	DWK0KA	2-stage Relief Sol Discon		PUMP	Electrical system
	DWK0KB	2-stage Relief Sol Short		PUMP	Electrical system
E02	DXA8KA	PC-EPC (F) Sol Discon	●	PUMP	Electrical system
E02	DXA8KB	PC-EPC (F) Sol Short	●	PUMP	Electrical system

User code	Failure code	Trouble (Displayed on screen)	Alarm buzzer	Component in charge	Category of record
E02	DXA9KA	PC-EPC (R) Sol Discon	●	PUMP	Electrical system
E02	DXA9KB	PC-EPC (R) Sol Short	●	PUMP	Electrical system
	DXE0KA	LS-EPC Sol Discon		PUMP	Electrical system
	DXE0KB	LS-EPC Sol Short		PUMP	Electrical system
	DXE4KA	Service Current EPC Discon		PUMP	Electrical system
	DXE4KB	Service Current EPC Short		PUMP	Electrical system
	DXE5KA	Merge-divider Main Sol Discon		PUMP	Electrical system
	DXE5KB	Merge-divider Main Sol Short		PUMP	Electrical system
	DXE6KA	Merge-divider LS Sol Discon		PUMP	Electrical system
	DXE6KB	Merge-divider LS Sol Short		PUMP	Electrical system
	DY20KA	Wiper Working Abnormality		PUMP	Electrical system
	DY20MA	Wiper Parking Abnormality		PUMP	Electrical system
	DY2CKA	Washer Drive Discon		PUMP	Electrical system
	DY2CKB	Washer Drive Short		PUMP	Electrical system
	DY2DKB	Wiper Drive (For) Short		PUMP	Electrical system
	DY2EKB	Wiper Drive (Rev) Short		PUMP	Electrical system

- ★ Entry order of items in table  
The items are entered in the order of their failure codes (incremental order).
- ★ User code  
Attached : If the failure code is detected, the user code, failure code, and telephone No. (if registered) are displayed on the ordinary screen to notify the operator of the abnormality.  
Not attached: Even if the failure code is detected, the machine monitor does not notify the operator of the abnormality.
- ★ Alarm buzzer  
● : When occurrence of an error is notified to the operator, the buzzer sounds (The operator can stop the buzzer with the alarm buzzer cancel switch).  
▲ : Since the caution monitor is also turned ON, its function sounds the buzzer.
- ★ Component in charge  
MON: The machine monitor is in charge of detection of abnormality.  
MON2: The KOMTRAX section of the machine monitor is in charge of detection of abnormality.  
ENG: The engine controller is in charge of detection of abnormality.  
PUMP: The pump controller is in charge of detection of abnormality.
- ★ Category of record  
Mechanical system: Abnormality information is recorded in the mechanical system abnormality record.  
Electrical system: Abnormality information is recorded in the electrical system abnormality record.

### Abnormality record (Air-conditioning abnormality record/Heater abnormality record)

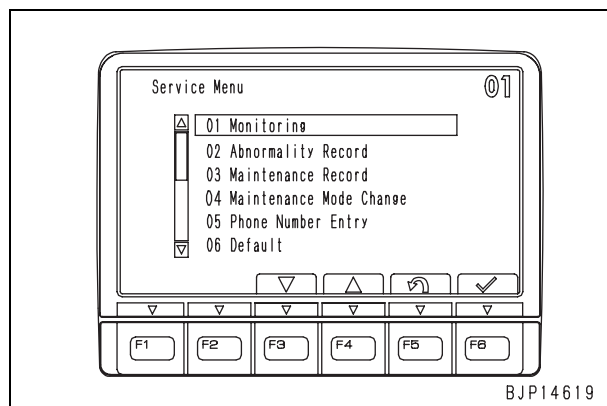
The machine monitor classifies and records the abnormalities which occurred in the past or which are occurring at present into the mechanical systems, electrical systems, and air-conditioning abnormalities or heater abnormalities.

To check the air-conditioning abnormality record or heater abnormality record, perform the following procedures.

★ All the following figures show the air conditioner specification.

#### 1. Selecting menu

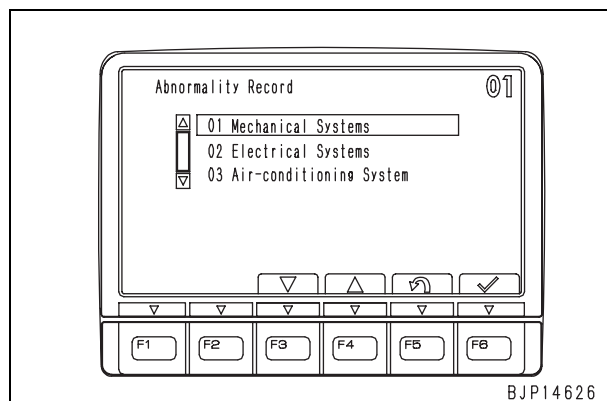
Select "Abnormality record" on the service menu screen.



#### 2. Selecting sub menu

After the "Abnormality record" screen is displayed, select air-conditioning system or heater system with the function switches or numeral input switches.

- [F3]: Move to lower item
- [F4]: Move to upper item
- [F5]: Return to service menu screen
- [F6]: Confirm selection
- ★ You may enter a 2-digit code with the numeral input switches to select the record of that code and confirm it with [F6].

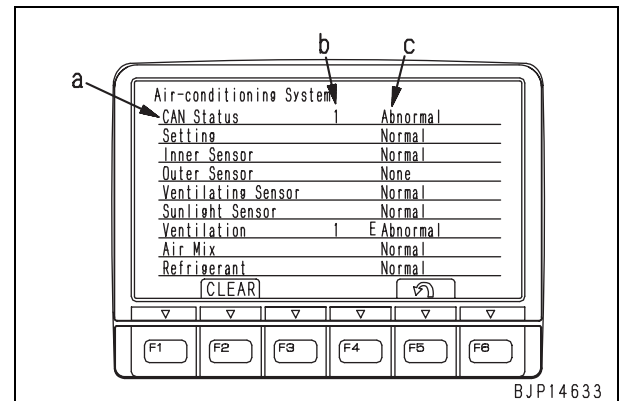


#### 3. Information displayed on "abnormality record" screen

On the air-conditioning system or heater system screen, the following information is displayed.

- (a): System/Component name
- (b): Number of occurrence time
- (c): Condition (Normal or abnormal)

- [F2]: Reset abnormality record
- [F5]: Return to abnormality record screen
- ★ If [E] is displayed on the left of a condition, the abnormality is still occurring or resetting of it has not been confirmed.
- ★ If CAN disconnection is displayed in Communication condition, communication cannot be carried out normally. Accordingly, the conditions of other items are turned OFF.



#### 4. Resetting abnormality record

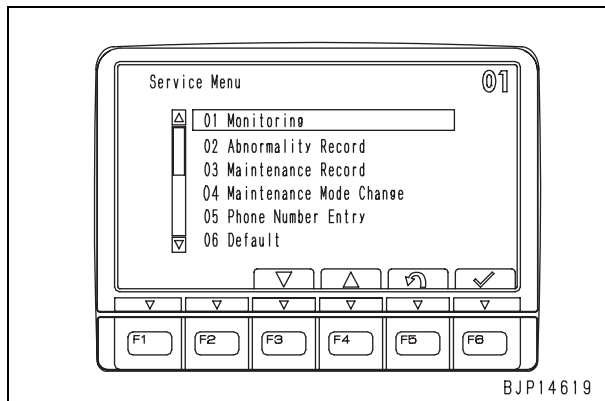
While the "abnormality record" screen is displayed, press [F2], and the number of occurrence time of abnormality is reset. If it is confirmed at this time that the abnormality has been reset, the display changes to Normal.

- ★ Heater specification  
In the heater specification, the display of Air-conditioning is replaced with Heater and the items which are not related to the heater are not displayed.
- ★ Heaterless specification  
In the heaterless specification, the abnormality record menu and screen are not displayed.

**Maintenance record**

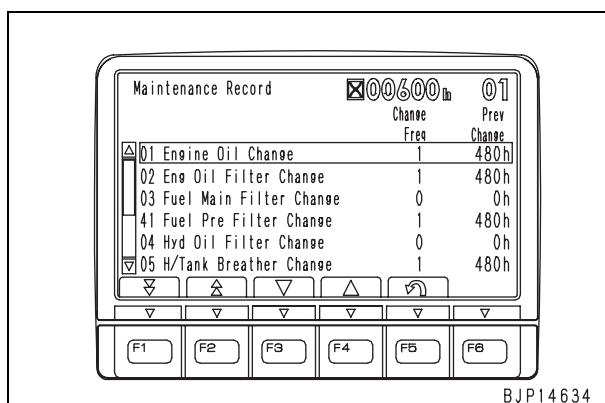
The machine monitor records the maintenance information of the filters, oils, etc., which the operator can display and check by the following operations. When maintenance is carried out, if the data are reset in the operator mode, the number of the times of maintenance is recorded in this section.

1. Selecting menu  
Select "Maintenance record" on the service menu screen.



2. Selecting maintenance record item  
After the "Maintenance record" screen is displayed, select an item to be checked with the function switches or numeral input switches.
  - [F1]: Move to next page (screen)
  - [F2]: Move to previous page (screen)
  - [F3]: Move to lower item
  - [F4]: Move to upper item
  - [F5]: Return to service menu screen

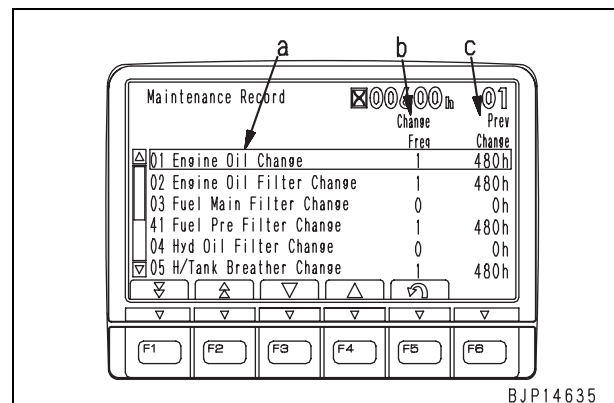
★ You may enter a 2-digit code with the numeral input switches to select the item of that code.



- ★ The following items can be selected in the maintenance record.

01 Engine oil change
02 Engine oil filter change
03 Fuel main filter change
41 Fuel pre-filter change
04 Hydraulic oil filter change
05 Hydraulic tank breather change
06 Corrosion resistor change
07 Damper case service
08 Final drive case oil change
09 Machinery case oil change
10 Hydraulic oil change

3. Items displayed on maintenance record screen  
The following items are displayed.
  - (a): Maintenance items
  - (b): Number of times of replacement up to now
  - (c): Service meter reading (SMR) at previous replacement





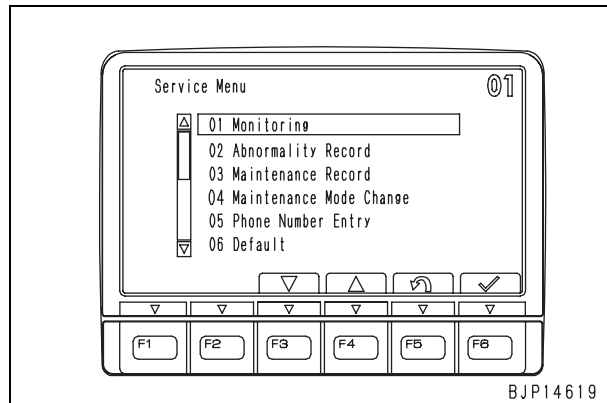
**Change of maintenance mode**

The operating condition for maintenance function in the operation mode can be set and changed with this menu.

- Set function effective or ineffective
- Change set replacement interval (by items)
- Initialize all set replacement intervals

1. Selecting menu

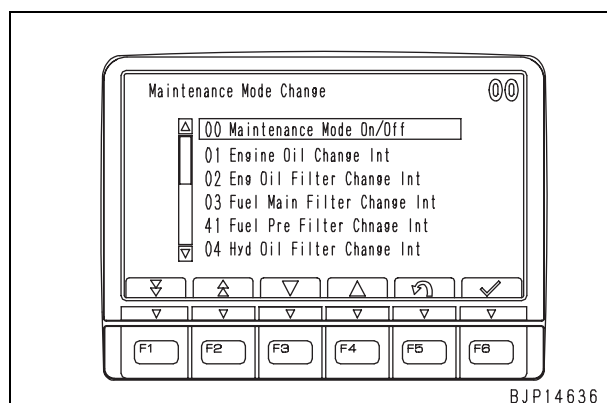
Select of "Maintenance mode change" on the service menu screen.



2. Selecting sub menu

After the "Maintenance mode change" screen is displayed, select an item to be monitored with the function switches or numeral input switches.

- [F1]: Move to next page (screen)
- [F2]: Move to previous page (screen)
- [F3]: Move to lower item
- [F4]: Move to upper item
- [F5]: Return to service menu screen
- ★ You may enter a 2-digit code with the numeral input switches to select the item of that code and confirm it with [F6].



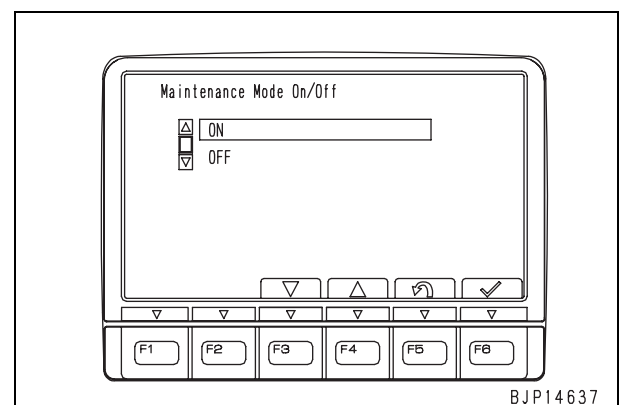
- ★ The following items can be selected on the Change of maintenance mode screen.

00 Maintenance mode on/off
01 Engine oil change int.
02 Engine oil filter change int.
03 Fuel main filter change int.
41 Fuel pre filter change int.
04 Hyd oil filter change int.
05 Hyd tank breather change int.
06 Corrosion resistor change int.
07 Damper case service int.
08 Final drive case oil change int.
09 Machinery case change int.
10 Hydraulic oil change int.
99 Initialize all items

3. Contents of setting of Maintenance mode on/off

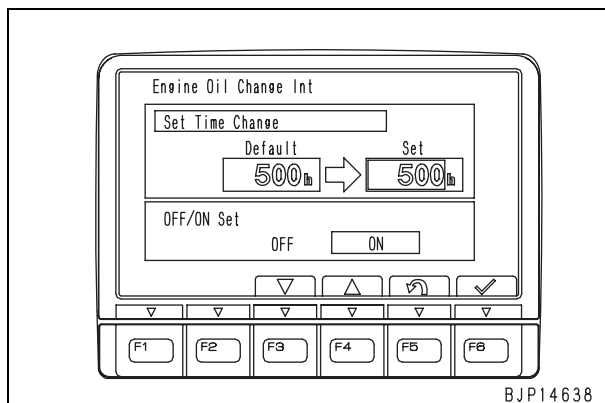
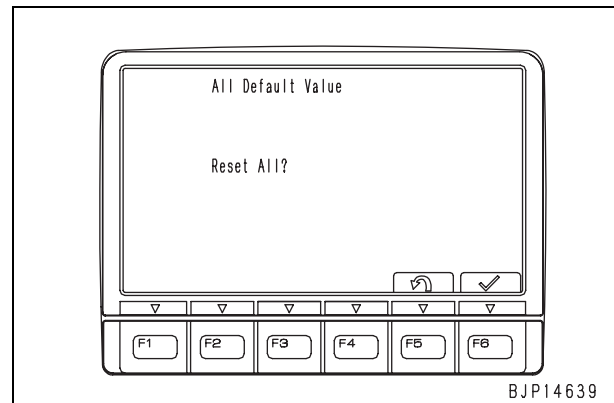
After selecting Maintenance mode on/off, if the screen is displayed, set ON or OFF with the function switches.

- ON: Functions of all maintenance items are set effective in operator mode
- OFF: Functions of all maintenance items are set ineffective in operator mode
- [F3]: Move to lower item
- [F4]: Move to upper item
- [F5]: Cancel selection and return to Maintenance mode change screen
- [F6]: Confirm selection and return to Maintenance mode change screen
- ★ Even if ON/OFF of each item has been set, if the above setting is changed, it is applied.



4. Contents of setting of each maintenance item  
 After selecting each maintenance item, if the screen is displayed, set the item with the function switches.
  - Initial value: Maintenance interval set in machine monitor (Recommended by manufacturer and not changeable).
  - Set value: Maintenance interval which can be set freely. Maintenance functions in operator mode operate on basis of this set time (which is increased or decreased by 50 hours).
  - ON: Maintenance function of this item is set effective in operator mode.
  - OFF: Maintenance function of this item is set ineffective in operator mode.
  - [F3]: Select Reduce set value (Upper) or OFF (Lower).
  - [F4]: Select Increase set value (Upper) or ON (Lower).
  - [F5]: Cancel setting before confirmation and return to Maintenance mode change screen.
  - [F6]: Confirm setting of upper or lower line.
  - ★ After the setting of the upper and lower lines is confirmed with [F6] and the screen changes to the Maintenance mode change screen with [F5], the setting is effective.
  - ★ If the set value of an item set to ON is changed after 1 or more operating hours since the start of setting, the change is recognized as a resetting operation.

5. Function of initializing all items  
 After selecting "All default value", if the screen is displayed, set with the function switches.
  - If this operation is executed, the set values of all the maintenance items are initialized.
  - [F5]: Return to Maintenance mode change screen
  - [F6]: Execute initialization
  - ★ A while after [F6] is pressed, the initialization completion screen is displayed. Then, if the Maintenance mode change screen is displayed, initialization is completed.



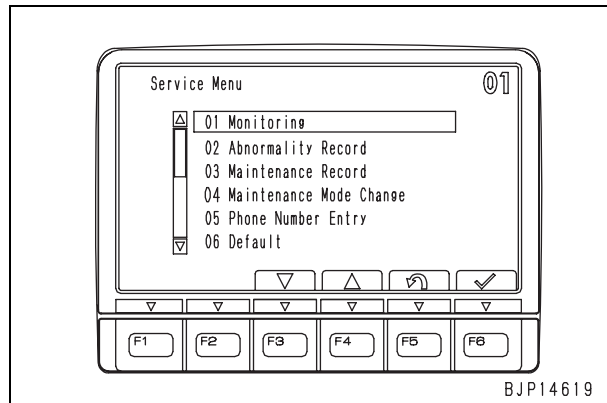
**Setting of telephone No.**

The telephone No. displayed when the user code/failure code is displayed in the operator mode can be input and changed according to the following procedure.

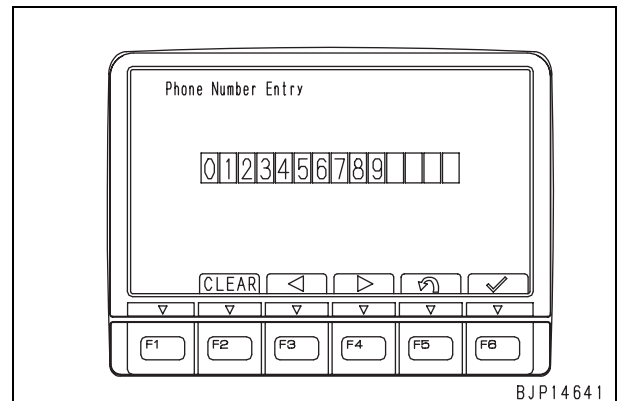
If a telephone No. is not input with this function, no telephone No. is displayed in the operator mode.

1. Selecting menu

Select "Phone number entry" on the service menu screen.



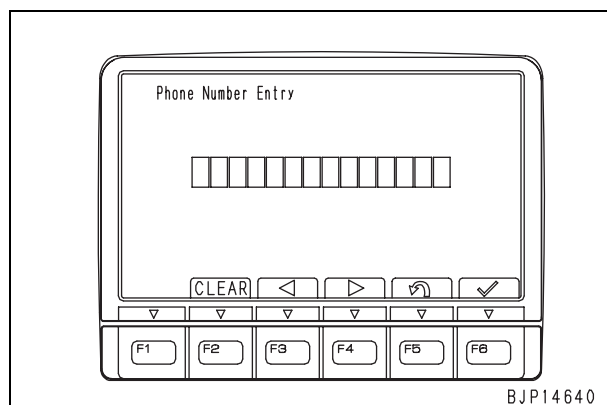
- ★ If [F6] is pressed without inputting a digit, there is not information of telephone No. Accordingly, no telephone No. is displayed in the operator mode.



2. Registering and changing telephone No.

After the "Phone number entry" screen is displayed, register or change the telephone No.

- [F2]: Reset all input No.
- [F3]: Move to left position (if not blank)
- [F4]: Move to right position (if not blank)
- [F5]: Reset input digit/Return to service menu
- [F6]: Confirm input



- ★ Up to 14 digits can be input from the left. Input nothing in the surplus positions.
- ★ If one of the input digits is wrong, move to that digit (orange background) and overwrite it with the correct digit.

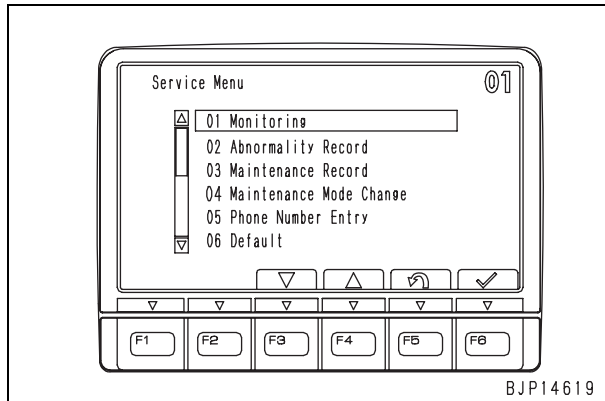
**Default (Working mode with key ON)**

Check or change various settings related to the machine monitor and machine by "Default".

The function of working mode with key ON is used to set the working mode displayed on the machine monitor when the starting switch is turned ON.

1. Selecting menu

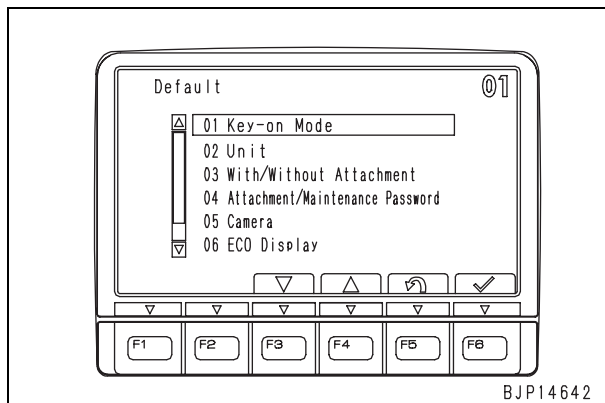
Select "Default" on the service menu screen.



2. Selecting sub menu

After the "Default" screen is displayed, select "Key-on mode" with the function switches or numeral input switches.

★ Select this item similarly to an item on the Service menu screen.

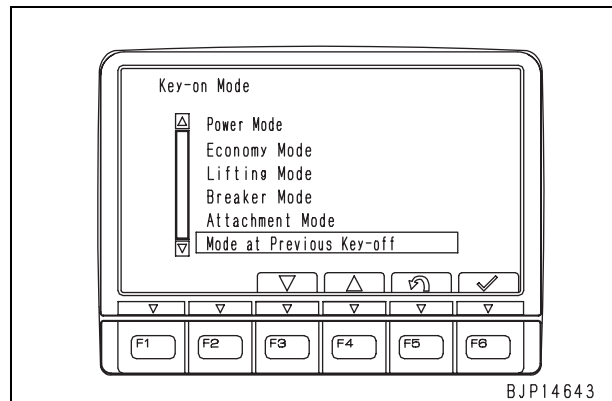


3. Selecting mode

After the "Key-on mode" screen is displayed, select the mode to be set with the function switches.

- Power mode: [P] is displayed when key is ON
- Economy mode: [E] is displayed when key is ON
- Lifting mode: [L] is displayed when key is ON
- Breaker mode: [B] is displayed when key is ON
- Attachment mode: [ATT] is displayed when key is ON

- Mode at previous key-OFF: Final mode in previous operation is displayed when key is ON
- [F3]: Move to lower item
- [F4]: Move to upper item
- [F5]: Cancel selection and return to "Default" screen
- [F6]: Confirm selection and return to "Default" screen
- ★ When the machine is delivered, Mode at previous key-OFF is set.
- ★ If "With attachment" is not set, the attachment mode cannot be selected.
- ★ While Attachment mode [ATT] is selected, if "Without attachment" is set, Power mode [P] is displayed when the key is turned ON.
- ★ If the engine is stopped while breaker mode [B] is selected in the operator mode, Breaker mode [B] is always displayed, regardless of the above setting.

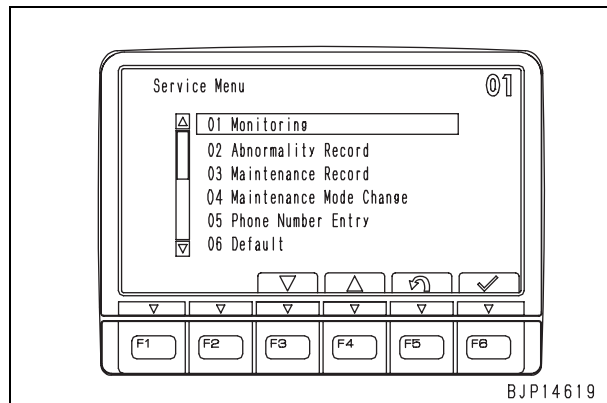


### Default (Setting of unit)

Check or change various settings related to the machine monitor and machine by "Default". The unit setting function is used to select the unit of the data displayed for monitoring, etc.

#### 1. Selecting menu

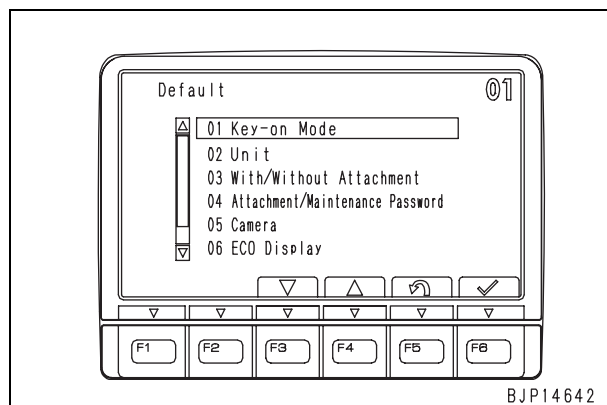
Select "Default" on the service menu screen.



#### 2. Selecting sub menu

After the "Default" screen is displayed, select "Unit" with the function switches or numeral input switches.

- ★ Select this item similarly to an item on the Service menu screen.

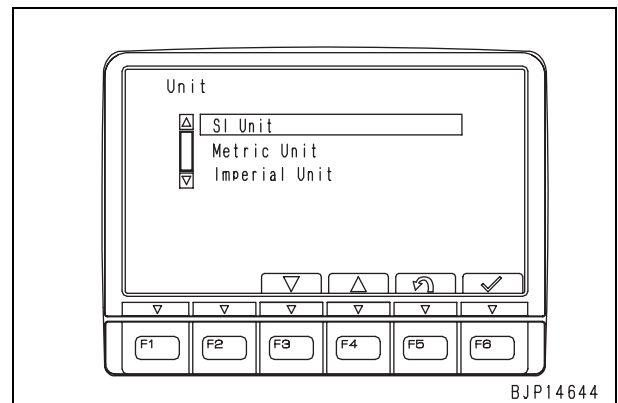


#### 3. Selecting unit

After the "Unit" screen is displayed, select the unit to be set with the function switches.

- [F3]: Move to lower unit
- [F4]: Move to upper unit
- [F5]: Cancel selection and return to "Default" screen
- [F6]: Confirm selection and return to "Default" screen

- ★ When the machine is delivered, the SI unit system is set.



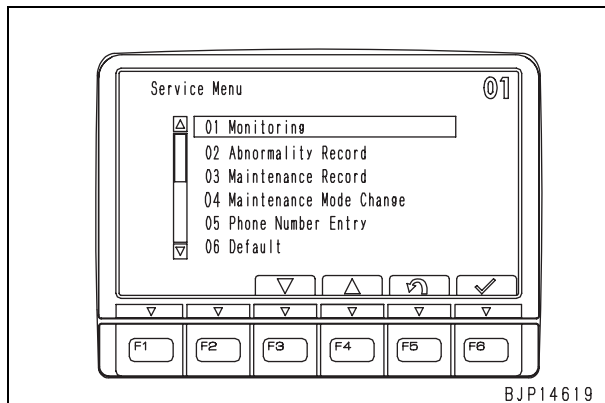
**Default (With/Without attachment)**

Check or change various settings related to the machine monitor and machine by "Default".

The "With/Without attachment" function is used to set an installed or a remove attachment.

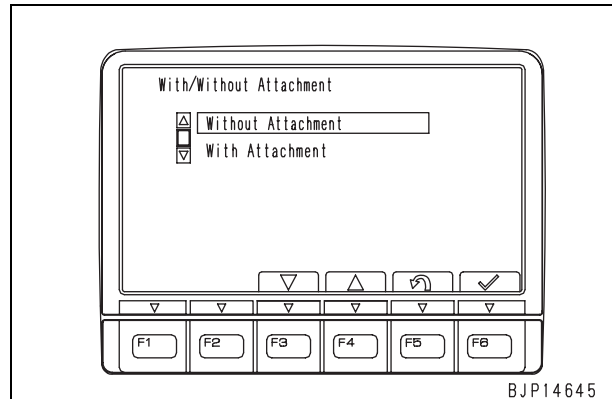
1. Selecting menu

Select "Default" on the service menu screen.



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- ★ When an attachment is installed, if this setting is not carried out normally, the attachment cannot be set in the operator mode. As a result, the attachment may not work normally or the hydraulic components may have trouble.

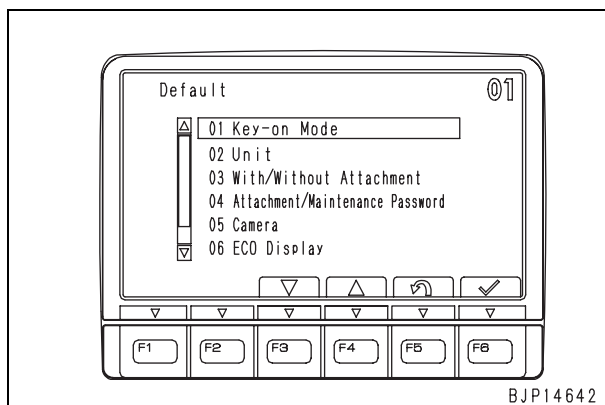


BJP14645

2. Selecting sub menu

After the "Default" screen is displayed, select With/Without attachment with the function switches or numeral input switches.

- ★ Select this item similarly to an item on the Service menu screen.



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3. Selecting With/Without

After the "With/Without attachment" screen is displayed, select the setting with the function switches.

- Without: When attachment is not installed
- With : When attachment is installed
- [F3] : Move to lower item
- [F4] : Move to upper item
- [F5] : Cancel selection and return to Default screen
- [F6] : Confirm selection and return to Default screen

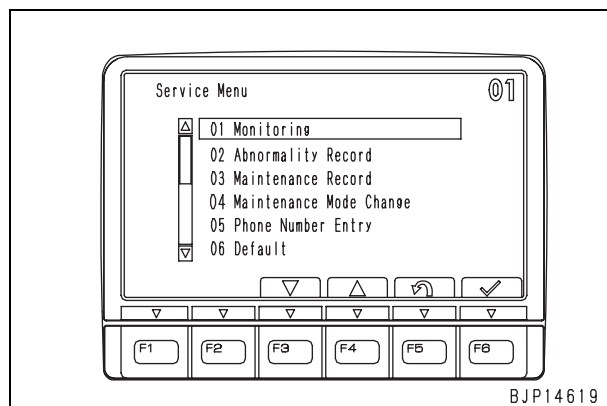
### Default (Setting of attachment/maintenance password)

Check or change various settings related to the machine monitor and machine by "Default".

The function of setting attachment/maintenance password is used to set the display of the password screen when the functions related to the attachment and maintenance are used in the operator mode.

#### 1. Selecting menu

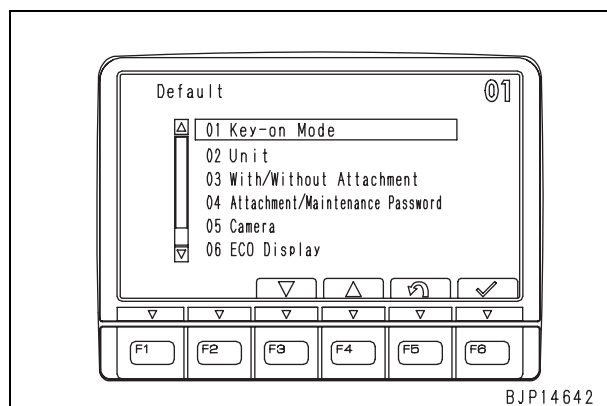
Select "Default" on the service menu screen.



#### 2. Selecting sub menu

After the "Default" screen is displayed, select Attachment/Maintenance password with the function switches or numeral input switches.

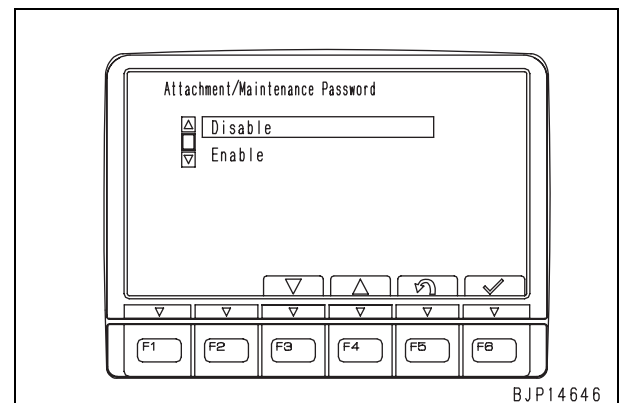
- ★ Select this item similarly to an item on the Service menu screen.



#### 3. Selecting Disable/Enable

After the With/Without attachment screen is displayed, select the setting with the function switches.

- Disable : Password screen is not displayed
- Enable : Password screen is displayed
- [F3] : Move to lower item
- [F4] : Move to upper item
- [F5] : Cancel selection and return to "Default" screen
- [F6] : Confirm selection and return to "Default" screen



#### 4. Displaying attachment/maintenance password screen

When the following operation is performed, the password screen is displayed in the operator mode.

- Maintenance mode: The Maintenance table screen is changed to the Maintenance interval reset screen.
- User mode: On the User menu screen, the Breaker/Attachment setting menu is selected and the screen is changed to the Attachment setting menu screen.

#### 5. Changing attachment/maintenance password

The password can be changed by operating the switches specially in the operator mode.

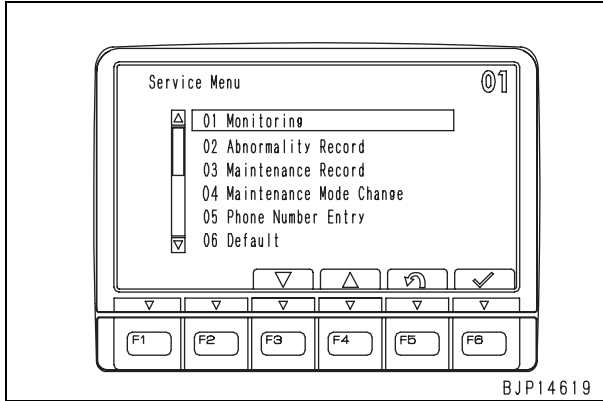
- ★ See Attachment/Maintenance password changing function in the operator mode.
- ★ Default password: [000000]
- ★ If the password setting is changed from Enable to Disable, the password is reset to the default. When Enable is set again, be sure to set a new password.
- ★ The attachment/maintenance password is different from the engine start lock password.

**Default (Setting of camera)**

Check or change various settings related to the machine monitor and machine by "Default". The camera setting function is used to set installation and removal of a camera.

1. Selecting menu

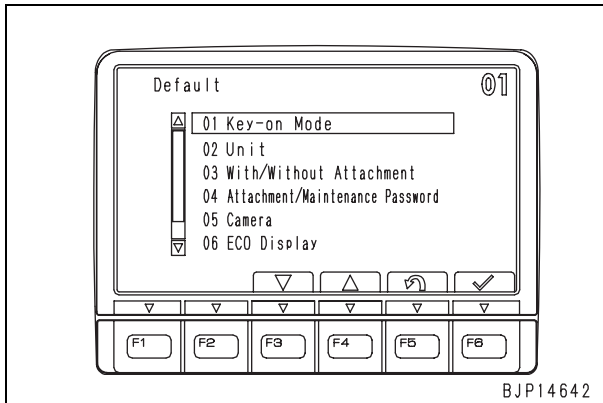
Select "Default" on the service menu screen.



2. Selecting sub menu

After the "Default" screen is displayed, select Camera with the function switches or numeral input switches.

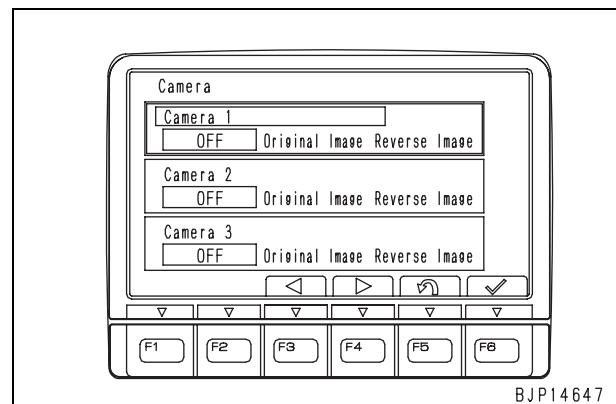
- ★ Select this item similarly to an item on the Service menu screen.



3. Selecting camera setting

After the camera setting screen is displayed, select the setting with the function switches.

- OFF: Camera is not used
- Original image: Image of connected camera is displayed in original position (as in mirror, used as back monitor)
- Reverse image: Image of connected camera is displayed in reverse position (as seen directly, used as front or side monitor)
- [F3]: Move to left item
- [F4]: Move to right item
- [F5]: Cancel setting before confirmation and return to "Default" screen
- [F6]: Confirm selection in each line
- ★ After Camera screen is displayed, camera 1 can be always set. When 2 or more cameras are connected, if camera 1 is set, the screen changes to setting of camera 2 automatically.
- ★ After confirming the setting of each line with [F6], return to the "Default" screen with [F5], and the setting is effective.
- ★ If a camera is connected but not set normally with this function, the graphic mark of camera is not displayed at [F3] in the operator mode. Accordingly, the image of the camera cannot be used.
- ★ If 2 or more cameras are connected, be sure to set the use of them from camera 1 in order.
- ★ The function of displaying 2 images simultaneously is effective when use of camera 1 and camera 2 is set.
- ★ When a camera is installed, check that the displayed image is not inverted horizontally.



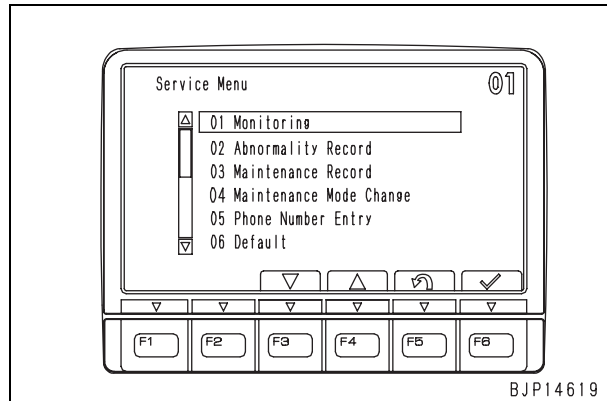


**Default (Setting of ECO display)**

Check or change various settings related to the machine monitor and machine by "Default". The ECO display setting function is used to set the display of the ECO gauge and energy saving guidance.

1. Selecting menu

Select "Default" on the service menu screen.

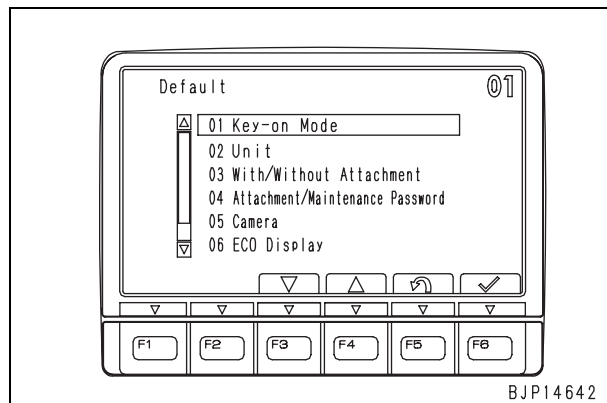


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2. Selecting sub menu

After the "Default" screen is displayed, select ECO display with the function switches or numeral input switches.

- ★ Select this item similarly to an item on the Service menu screen.



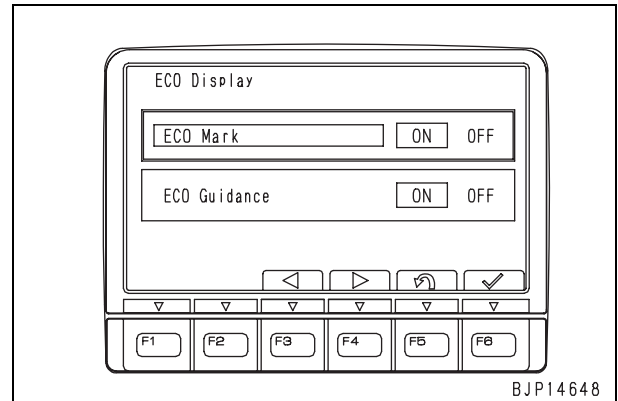
BJP14642

3. Selecting display setting

After the ECO display screen is displayed, select the setting with the function switches.

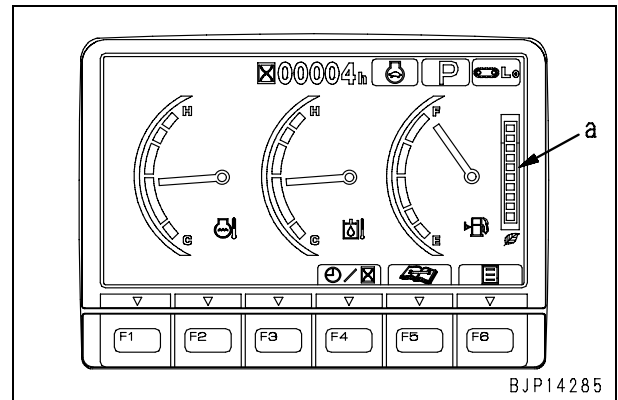
- ON : Display ECO
- OFF: Do not display ECO
- [F3] : Move to left item
- [F4] : Move to right item
- [F5] : Cancel setting before confirmation and return to "Default" screen
- [F6] : Confirm selection in each line
- ★ After confirming the setting of the upper and lower lines with [F6], return to the "Default" screen with [F5], and the setting is effective.

- ★ If ECO display is turned ON, ECO is displayed when the screen changes to the ordinary screen. Even if the energy saving guidance is turned ON, however, it is not displayed if the condition for display is not satisfied on the ordinary screen.



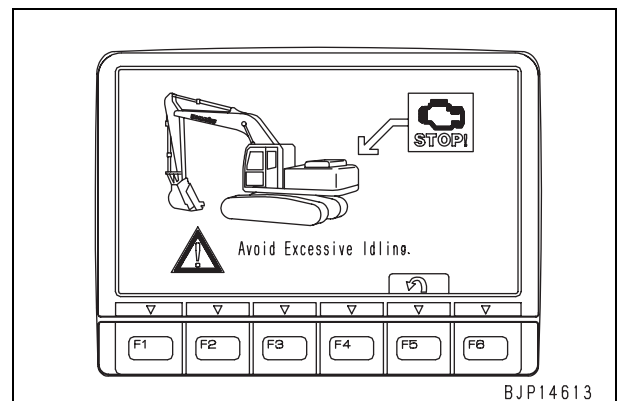
BJP14648

★ Display of ECO gauge (a)



BJP14285

★ Display of energy saving guidance



BJP14613

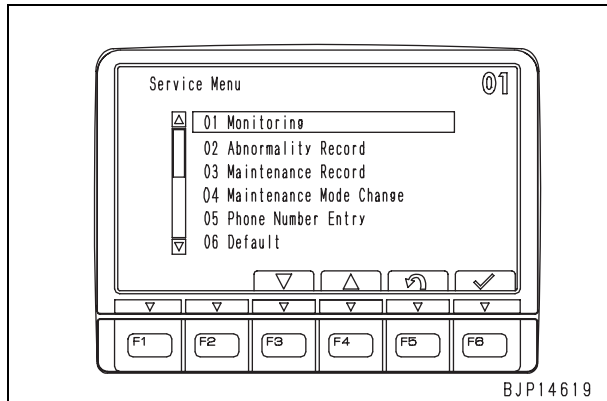
**Default (Setting of Breaker Detect)**

Check or change various settings related to the machine monitor and machine by "Default".

The function of setting breaker automatic judgment is used to set the display to give warning when the breaker is used in an improper working mode.

1. Selecting menu

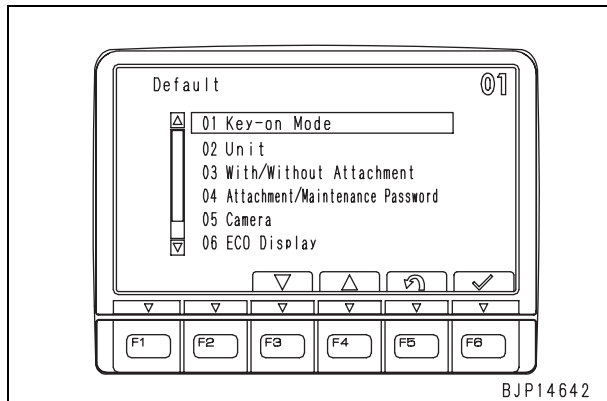
Select "Default" on the service menu screen.



2. Selecting sub menu

After the "Default" screen is displayed, select "Breaker Detect" with the function switches or numeral input switches.

★ Select this item similarly to an item on the Service menu screen.

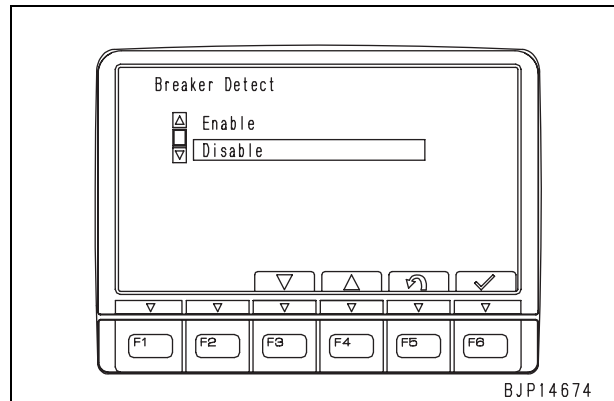


3. Selecting display setting

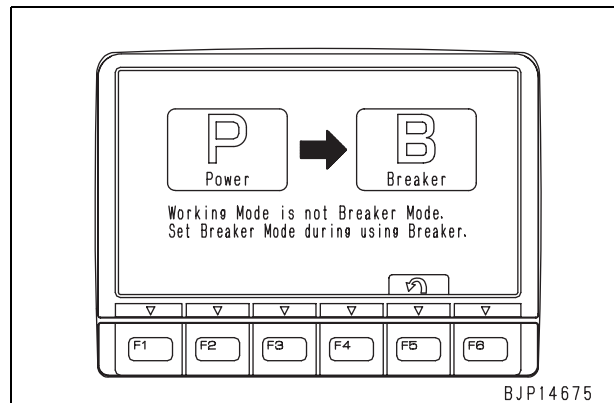
After the "Breaker Detect" screen is displayed, select the setting with the function switches.

- [F3]: Move to lower item
- [F4]: Move to upper item
- [F5]: Cancel selection and return to Default screen
- [F6]: Confirm selection and return to Default screen

★ When the machine is delivered, Disable is set.



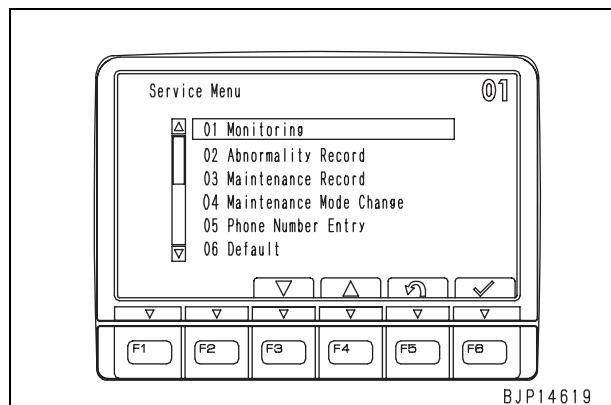
★ Display of "Breaker Detect"



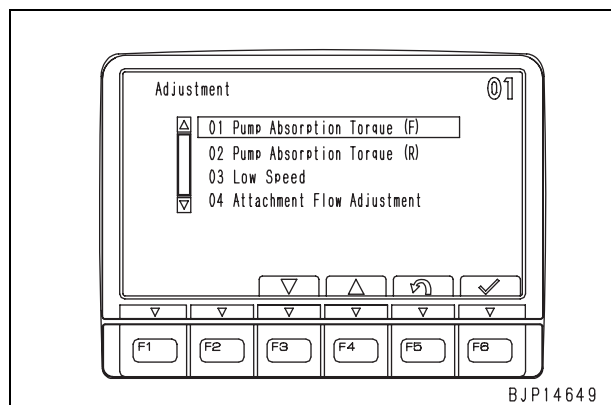
**Adjustment (Setting of Pump absorption torque (F))**

The operator can adjust various items related to the machine with the machine monitor. The pump absorption torque (F) function is used to finely adjust the absorption torque on the front side of the hydraulic pump.

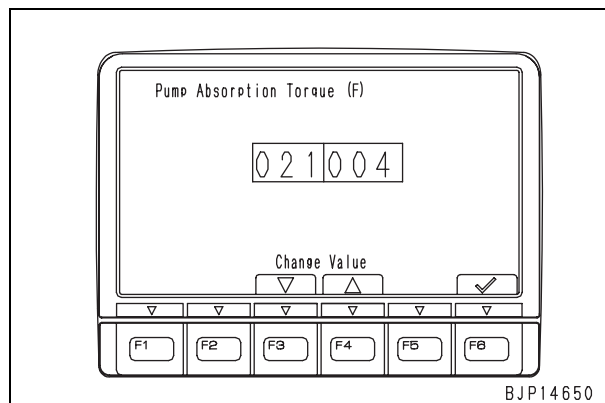
1. Selecting menu  
Select "Adjustment" on the service menu screen.



2. Selecting sub menu  
After the Adjustment screen is displayed, select "Pump Absorption Torque (F)" with the function switches or numeral input switches.  
★ Select this item similarly to an item on the Service menu screen.



3. Selecting absorption torque  
After the "Pump Absorption Torque (F)" screen is displayed, select a set value on the right side with the function switches.
  - Set value: For actual torque adjustment value, see table
  - [F3]: Increase set value
  - [F4]: Decrease set value
  - [F6]: Confirm setting and return to Adjustment menu screen
 ★ The 3 digits on the left side do not vary since they are the code of this function.



- ★ Relationship between set value and torque adjustment value

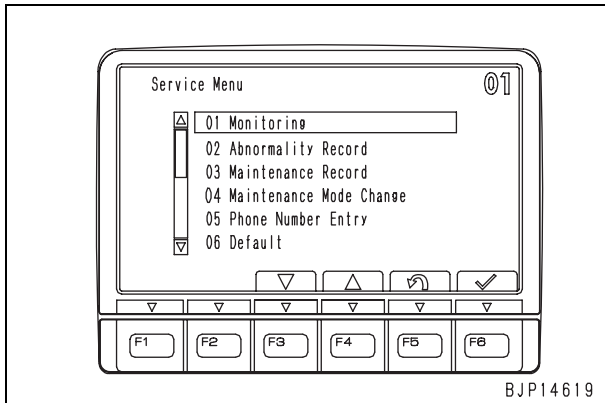
Code	Set value	Torque adjustment value
021	000	+39.2 Nm {+4 kgm}
	001	+29.4 Nm {+3 kgm}
	002	+19.6 Nm {+2 kgm}
	003	+9.8 Nm {+1 kgm}
	004	0 Nm {0 kgm}
	005	-9.8 Nm {-1 kgm}
	006	-19.6 Nm {-2 kgm}
	007	-29.4 Nm {-3 kgm}
008	-39.2 Nm {-4 kgm}	

**Adjustment (Setting of Pump absorption torque (R))**

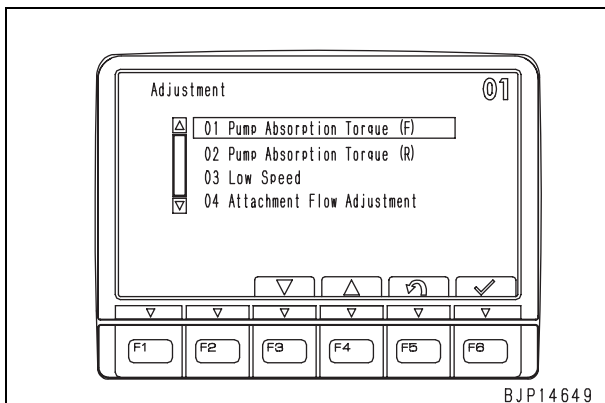
The operator can adjust various items related to the machine with the machine monitor.

The pump absorption torque (R) function is used to finely adjust the absorption torque on the rear side of the hydraulic pump.

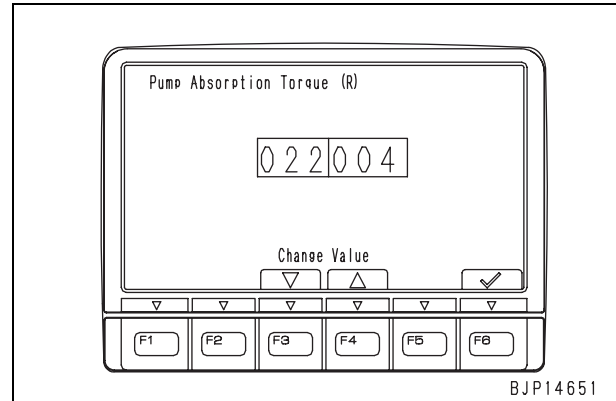
1. Selecting menu  
Select "Adjustment" on the service menu screen.



2. Selecting sub menu  
After the Adjustment screen is displayed, select "Pump Absorption Torque (R)" with the function switches or numeral input switches.  
★ Select this item similarly to an item on the Service menu screen.



3. Selecting absorption torque  
After the "Pump Absorption Torque (R)" screen is displayed, select a set value on the right side with the function switches.
  - Set value: For actual torque adjustment value, see table
  - [F3]: Increase set value
  - [F4]: Decrease set value
  - [F6]: Confirm setting and return to Adjustment menu screen
 ★ The 3 digits on the left side do not vary since they are the code of this function.



- ★ Relationship between set value and torque adjustment value

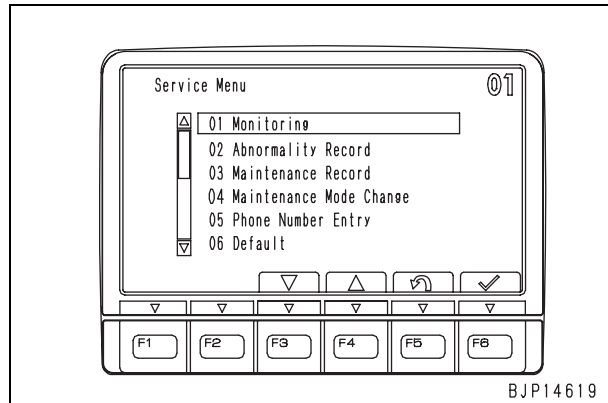
Code	Set value	Torque adjustment value
022	000	+39.2 Nm {+4 kgm}
	001	+29.4 Nm {+3 kgm}
	002	+19.6 Nm {+2 kgm}
	003	+9.8 Nm {+1 kgm}
	004	0 Nm {0 kgm}
	005	-9.8 Nm {-1 kgm}
	006	-19.6 Nm {-2 kgm}
	007	-29.4 Nm {-3 kgm}
008	-39.2 Nm {-4 kgm}	

**Adjustment (Setting of travel Lo speed)**

The operator can adjust various items related to the machine with the machine monitor. The travel Lo speed setting function is used to finely adjust the travel Lo speed.

1. Selecting menu

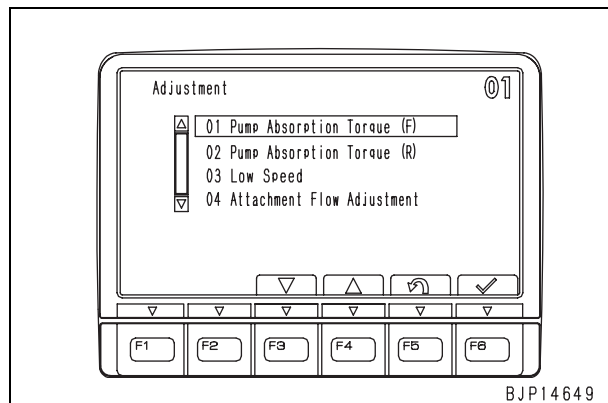
Select "Adjustment" on the service menu screen.



2. Selecting sub menu

After the Adjustment screen is displayed, select "Low speed" with the function switches or numeral input switches.

★ Select this item similarly to an item on the Service menu screen.

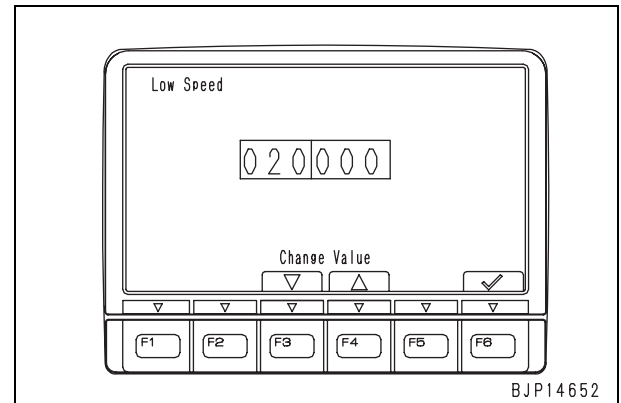


3. Selecting travel Lo speed

After the "Low Speed" setting screen is displayed, select a set value on the right side with the function switches.

- Set value: For actual travel Lo speed value, see table
- [F3]: Increase set value
- [F4]: Decrease set value
- [F6]: Confirm setting and return to Adjustment menu screen

★ The 3 digits on the left side do not vary since they are the code of this function.



★ Relationship between set value and travel Lo speed value

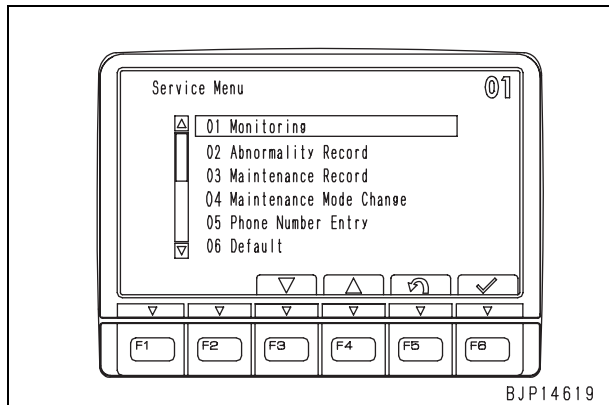
Code	Set value	Travel Lo speed value
020	000	3.0 km/h
	001	2.8 km/h
	002	3.2 km/h
	003	3.4 km/h

**Adjustment (Setting of Attachment flow adjustment)**

The operator can adjust various items related to the machine with the machine monitor.

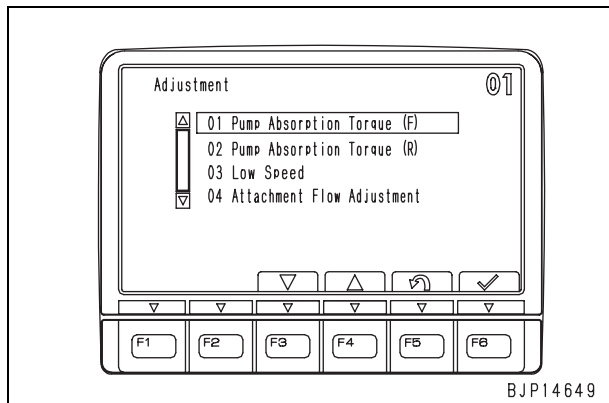
The function of "Attachment Flow Adjustment" is used to finely adjust the oil flow to the attachment in compound operation.

1. Selecting menu  
Select "Adjustment" on the service menu screen.



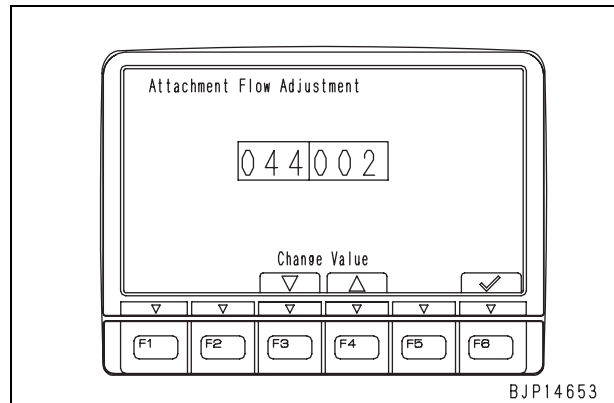
2. Selecting sub menu  
After the Adjustment screen is displayed, select "Attachment Flow Adjustment" with the function switches or numeral input switches.

★ Select this item similarly to an item on the Service menu screen.



3. Selecting distribution of oil flow  
After the screen of "Attachment Flow Adjustment" is displayed, select a set value on the right side with the function switches.

- Set value: For actual distribution of flow, see table
  - [F3]: Increase set value
  - [F4]: Decrease set value
  - [F6]: Confirm setting and return to Adjustment menu screen
- ★ The 3 digits on the left side do not vary since they are the code of this function.



★ Relationship between set value and distribution of flow to attachment

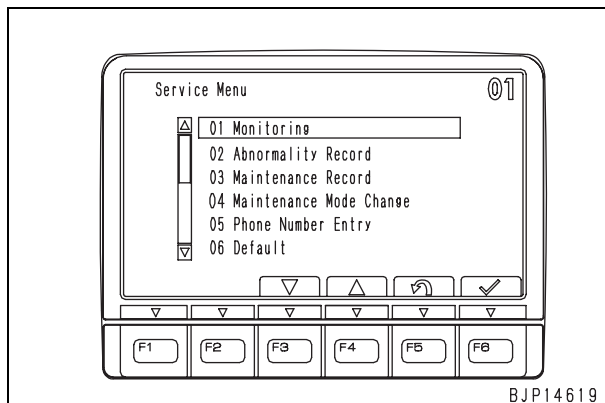
Code	Set value	Distribution of flow to attachment
044	000	50 %
	001	70 %
	002	100 %
	003	40 %

### Cylinder Cut-Out operation

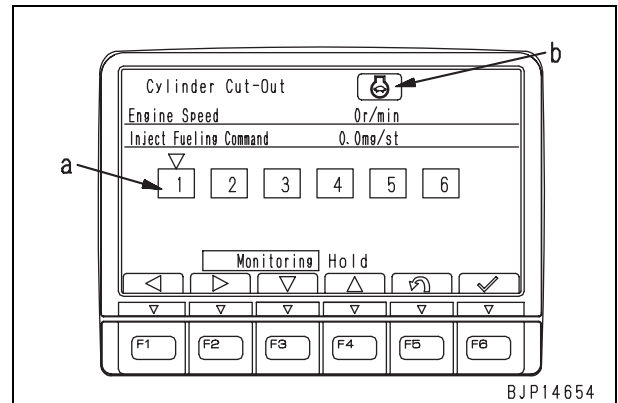
The operator can perform "Cylinder Cut-Out" operation with the machine monitor.

"Cylinder Cut-Out" operation means to run the engine with 1 or more fuel injectors disabled electrically to reduce the number of effective cylinders. This operation is used to find out a cylinder which does not output power normally (combustion in it is abnormal).

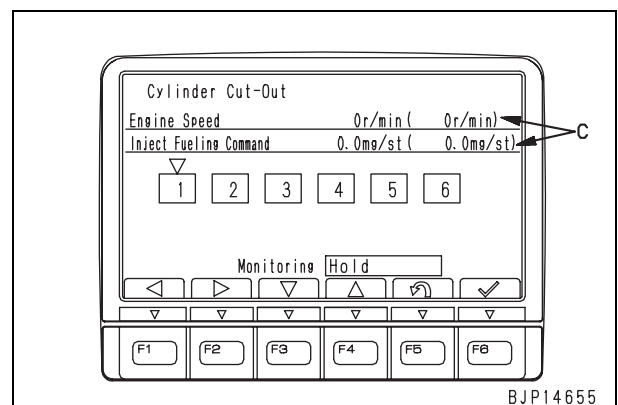
1. Selecting menu  
Select "Cylinder Cut-Out" on the service menu screen.



2. Selecting cylinder to be disabled  
After the "Cylinder Cut-Out" screen is displayed, select a cylinder to be Cut-Out with the function switches.
  - [F1]: Move selection mark (▽) to left
  - [F2]: Move selection mark (▽) to right
  - [F3]: Reset holding
  - [F4]: Hold
  - [F5]: Return to service menu screen
  - [F6]: Confirm selection
  - ★ This operation may be performed while the engine is running.
  - ★ When [F6] is pressed, if background (a) of the selected cylinder No. becomes white, the cylinder is Cut-Out.
  - ★ If the machine monitor Cut-Out a cylinder but the engine controller cannot Cut-Out that cylinder, the background of the cylinder No. becomes yellow.
  - ★ If the machine monitor resets a Cut-Out cylinder but the engine controller cannot reset that Cut-Out cylinder, the background of the cylinder No. becomes red.
  - ★ One or more cylinders can be Cut-Out.
  - ★ In the cylinder Cut-Out operation, the auto-deceleration function can be selected. If the auto-deceleration is turned ON, auto-deceleration monitor (b) is displayed.



3. Resetting Cut-Out cylinder  
When changing a cylinder to be Cut-Out or when Cylinder Cut-Out operation is finished, select a Cut-Out cylinder to be reset with the function switches.
  - ★ This operation may be performed while the engine is running.
  - ★ When [F6] is pressed, if background (a) of the selected cylinder No. becomes blue, the cylinder is reset.
  - ★ The Cut-Out operation is not automatically reset after the screen returns to the operator mode. Accordingly, be sure to perform the resetting operation after the cylinder cut-out operation is finished.
4. Function of holding displayed information  
If [F4] is pressed during the cylinder Cut-Out operation, the displayed information is newly held (c) (The real-time information is kept displayed on the left side).  
While the information is held, if [F3] is pressed, the holding function is reset.
  - ★ The holding function is effective, regardless of setting of the reduced cylinder mode operation.



**[Reference]**

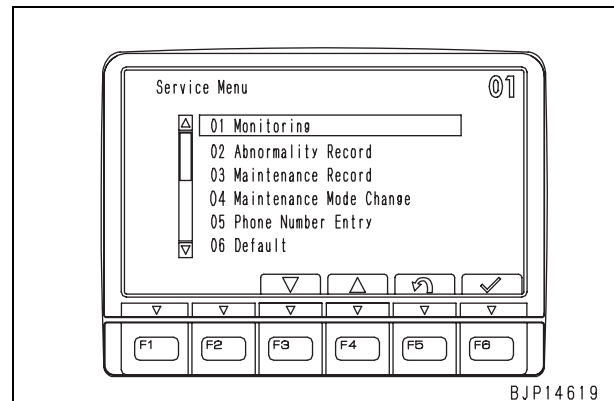
- If a normally operating cylinder is Cut-Out, the following phenomena occur.
  - 1) Lowering of engine speed
  - 2) Increase of final injection rate command (quantity)
- If the engine is running near the high idle, however, the engine speed may not lower for the reason of engine control.
- In this case, lower the engine speed with the fuel control dial and judge by increase of the injection rate command.

**No injection cranking**

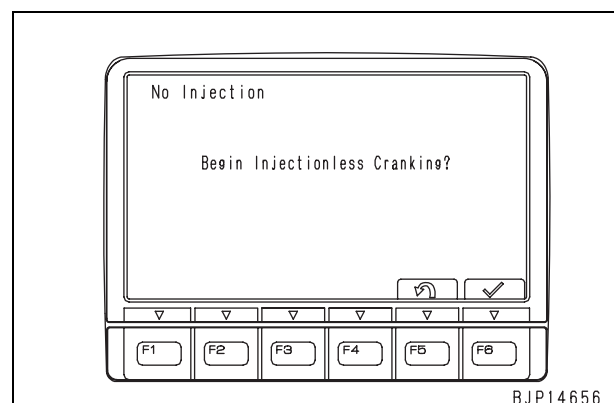
If the engine is operated after long storage of the machine, it may be worn or damaged because of insufficient lubrication with oil. To prevent this, the function to lubricate the engine before starting it by cranking it without injecting fuel is installed.

Set the no-injection cranking while the engine is stopped.

1. Selecting menu  
Select "No injection" on the service menu screen.



2. Displaying check screen  
If the "No injection" screen is displayed, the machine monitor asks the operator if no injection cranking should be performed. Answer with the function switch.
  - [F5]: Do not perform (Return to Service menu screen)
  - [F6]: Perform
  - ★ While the screen is changing to the following screen, the screen of "Communication between controllers is being checked" is displayed.

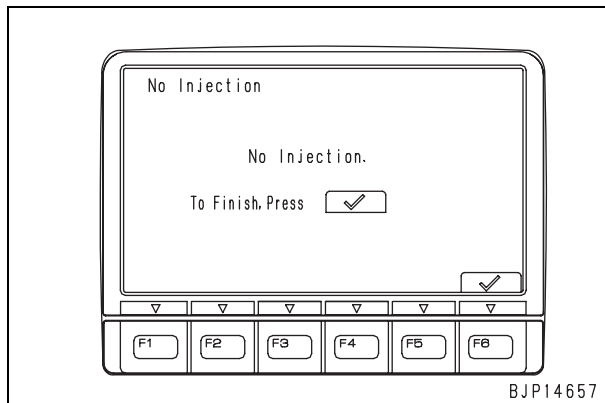




## 3. Starting no injection cranking

If no injection cranking (Fuel injection in no cylinders) becomes effective, that is displayed on the screen. Under this condition, crank the engine with the starting motor.

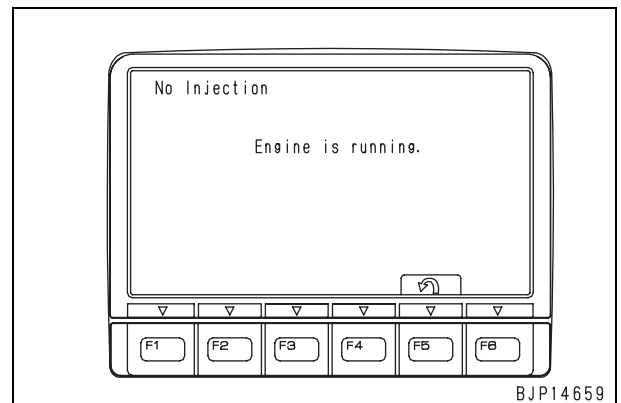
- ★ While the screen is changing to the following screen, the screen of "Setting is being prepared" is displayed.
- ★ Limit the cranking time to 20 seconds to protect the starting motor.



## 5. Prohibiting no injection cranking

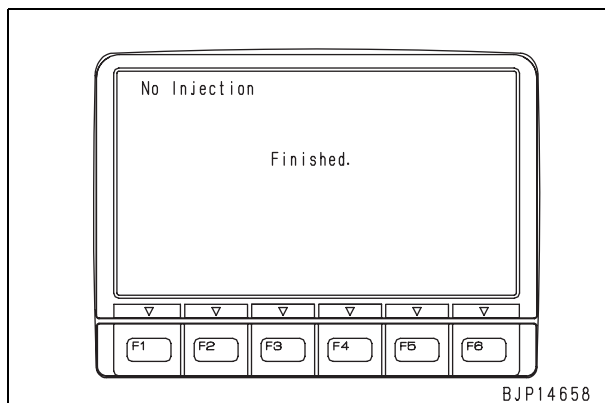
If the operator tries to perform the no injection cranking while the engine is running, the message that the engine is running is displayed and the no injection cranking is not set effective.

- ★ This function can be selected even while the engine is running. If the no injection cranking is performed, however, the message of "Engine is running" is displayed on the screen.



## 4. Finishing no injection cranking

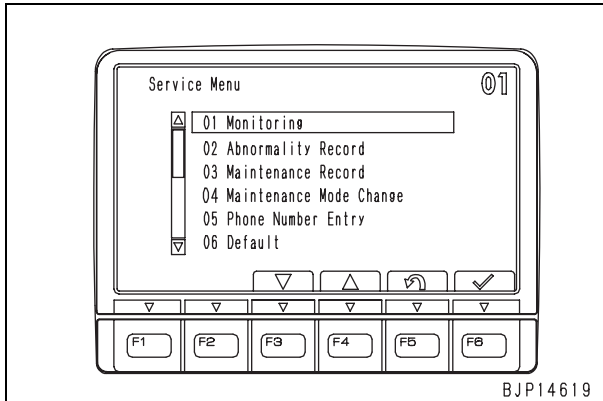
After completing the no injection cranking operation, press [F6], and finish of no injection cranking is displayed and the screen returns to the Service menu screen automatically.



**Display of fuel consumption**

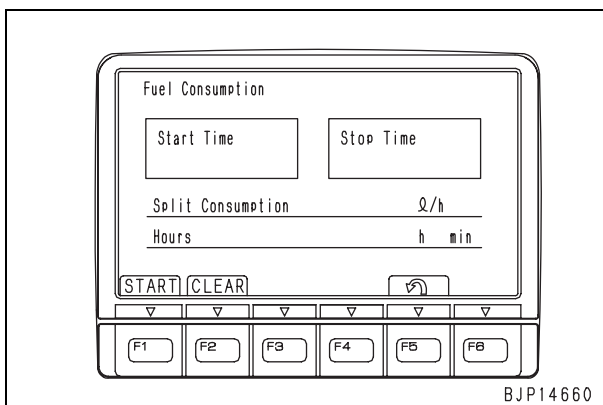
This function calculates the hourly fuel consumption from the actual fuel consumption in a measuring period and indicates it.

1. Selecting menu  
Select "Fuel consumption" on the service menu screen.



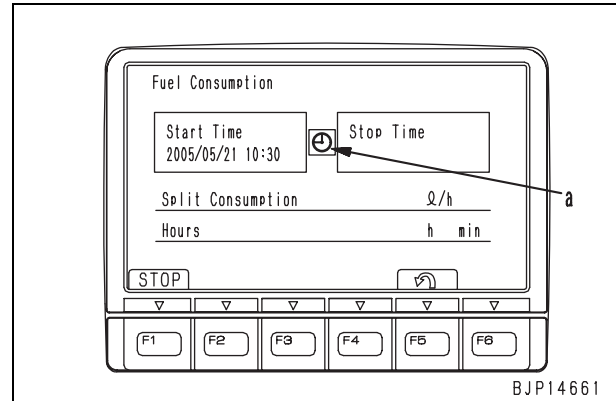
2. Starting measurement  
After the screen of Fuel consumption is displayed, start measurement with the function switches.

- [F1]: Start
- [F2]: Clear
- [F5]: Return to Service menu screen
- ★ When the screen of Fuel consumption is displayed, if a data is indicated, it is the data of the previous measurement. This data is not an obstacle to new measurement and can be reset by pressing [F2].
- ★ If [F1] is pressed, the data is displayed on the starting date and time side and measurement starts.



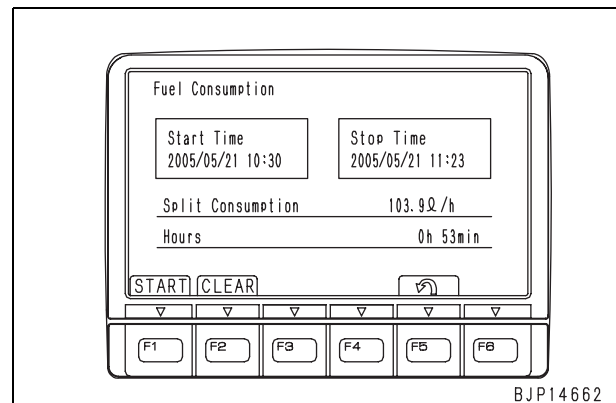
3. Display and function during measurement  
Clock mark (a) flashes during measurement.

- ★ While the fuel consumption is being measured, the operator can work with the operator mode and other functions. Measurement is not finished until this screen is displayed again and [F1] is pressed (Even if the starting switch is turned OFF, this function is kept effective, although fuel consumption is measured only while the engine is running).



4. Finishing measurement  
Press [F1], and measurement is finished and the data are displayed on the finishing date and time side.

5. Displaying fuel consumption  
If the measurement is finished, the hourly fuel consumption calculated from the fuel consumption calculated by the engine controller and the elapsed time are displayed.



- ★ The display unit of the fuel changes according to the unit set with the default (unit setting) function.  
SI and meter: l/h  
inch: gal/h

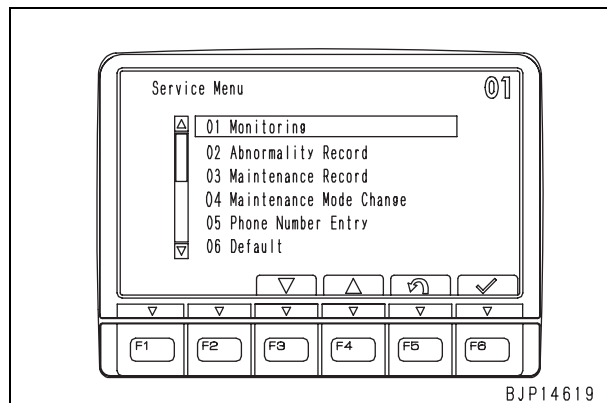
### Display of KOMTRAX (Terminal status)

The setting condition and operating condition of KOMTRAX can be checked with Display of KOMTRAX setting.

Setting condition of terminal is used to check the setting condition of the KOMTRAX terminal.

#### 1. Selecting menu

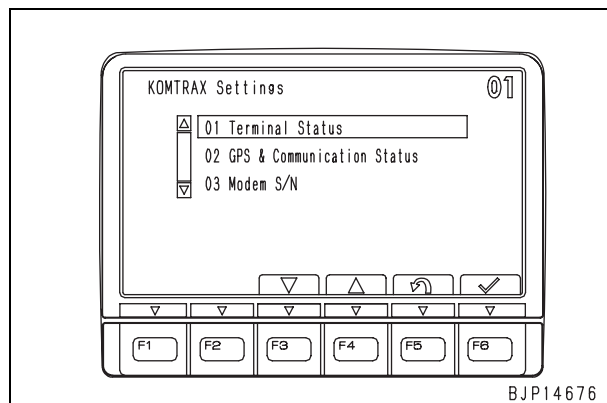
Select "KOMTRAX Settings" on the service menu screen.



#### 2. Selecting sub menu

After the KOMTRAX settings screen is displayed, select "Terminal Status" with the function switches or numeral input switches.

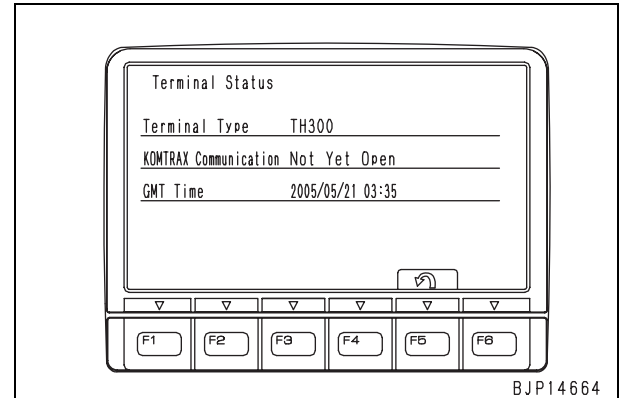
- ★ Select this item similarly to an item on the Service menu screen.
- ★ The following figure shows the display when Model TH300 KOMTRAX is installed. When TH200 is installed, "03 IP Adress" is displayed.



#### 3. Contents of display of terminal status

On the Terminal status screen, the following items are displayed.

- Terminal type: Model name of KOMTRAX communication MODEM
- KOMTRAX communication: Executing condition of station opening inspection
- GMT time: Greenwich Meant Time
- [F5]: Return to KOMTRAX settings screen

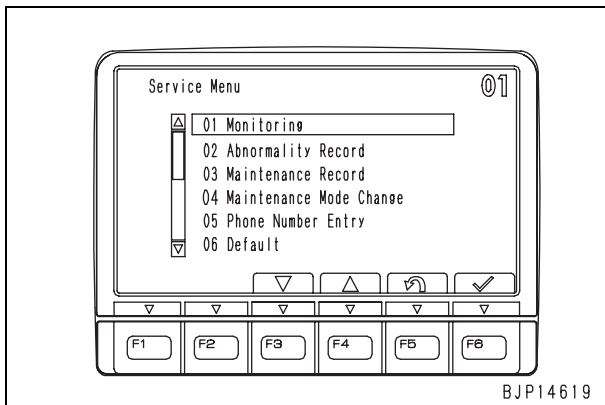


**Display of KOMTRAX (GPS & communication status)**

The setting condition and operating condition of KOMTRAX can be checked with "KOMTRAX Settings".

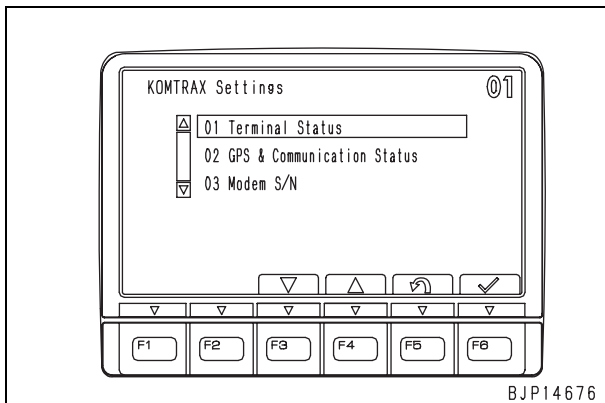
GPS & communication status is used to check the condition of positioning and communication of the KOMTRAX terminal.

1. Selecting menu  
Select "KOMTRAX Settings" on the service menu screen.



BJP14619

2. Selecting sub menu  
After the KOMTRAX settings screen is displayed, select GPS & communication status with the function switches or numeral input switches.
  - ★ Select this item similarly to an item on the Service menu screen.
  - ★ The following figure shows the display when Model TH300 KOMTRAX is installed. When TH200 is installed, "03 IP Adress" is displayed.

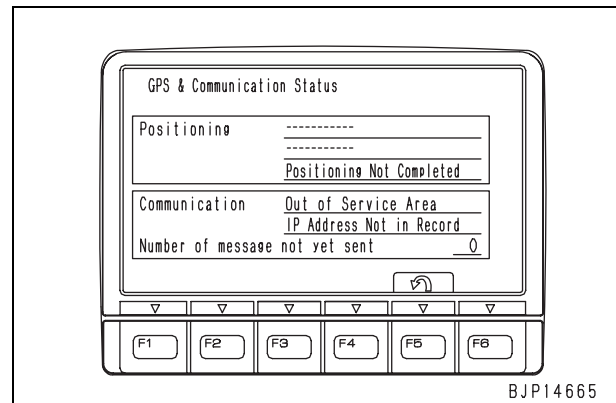


BJP14676

3. Contents of display of GPS & communication status

On the screen of GPS & communication status, the following items are displayed.

- Positioning: Positioning condition of GPS
- Communication: Communication environment of communication MODEM and connecting condition of communication MODEM
- Number of message not yet sent: Number of mails which are saved in machine monitor and not transmitted yet
- [F5]: Return to KOMTRAX settings screen



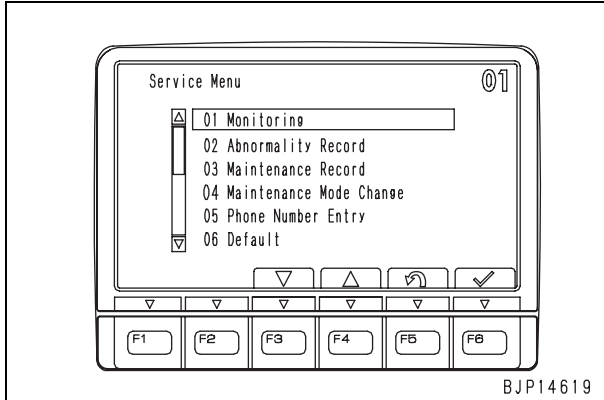
BJP14665

**Display of KOMTRAX (MODEM S/N: Model TH300)**

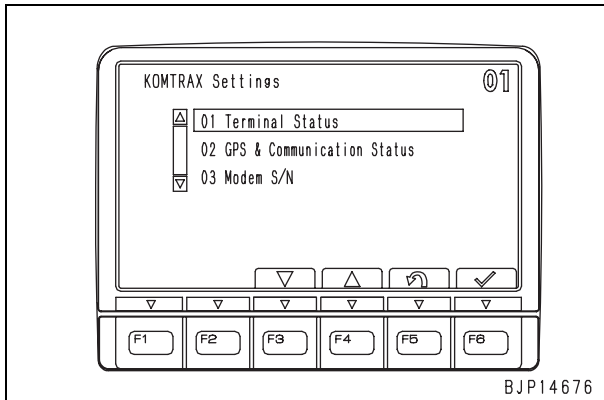
The setting condition and operating condition of KOMTRAX can be checked with Display of KOMTRAX setting.

MODEM S/N is used to check the serial No. of the KOMTRAX communication MODEM.

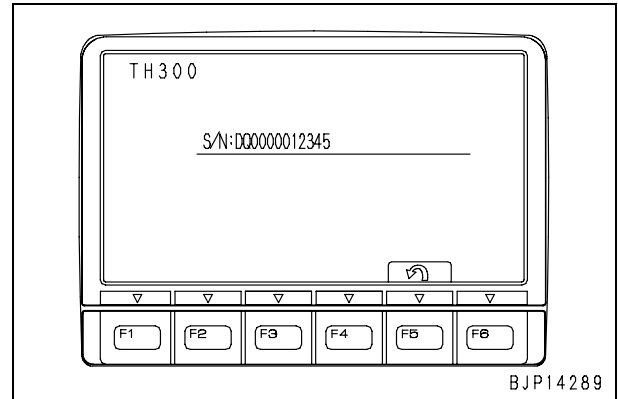
1. Selecting menu  
Select "KOMTRAX Settings" on the service menu screen.



2. Selecting sub menu  
After the KOMTRAX settings screen is displayed, select "Modem S/N" with the function switches or numeral input switches.  
★ Select this item similarly to an item on the Service menu screen.



3. Contents of display of Modem S/N  
The serial No. of TH300 Modem is displayed.
  - [F5]: Return to KOMTRAX settings screen

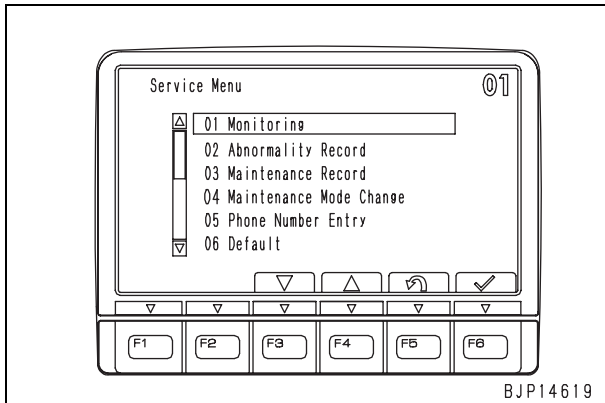


**Display of KOMTRAX (IP address: Model TH200)**

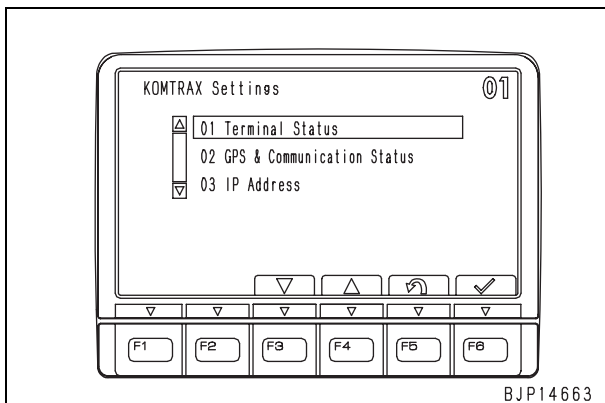
The setting condition and operating condition of KOMTRAX can be checked with Display of KOMTRAX settings.

IP address is used to check the IP address of the KOMTRAX communication MODEM.

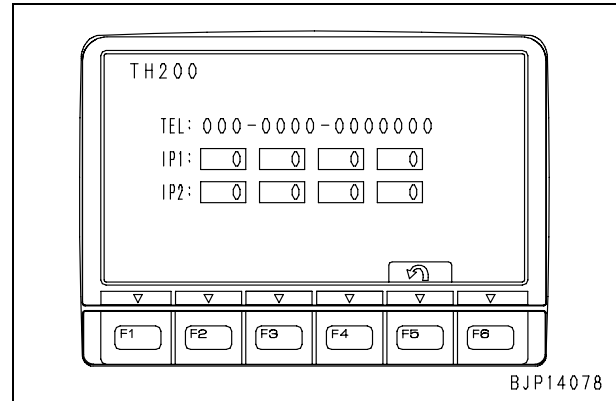
1. Selecting menu  
Select "KOMTRAX Settings" on the service menu screen.



2. Selecting sub menu  
After the KOMTRAX settings screen is displayed, select "IP Address" with the function switches or numeral input switches.  
★ Select this item similarly to an item on the Service menu screen.



3. Contents of display of IP address  
The telephone No. and IP address (2 systems) of TH200 MODEM are displayed.
  - [F5]: Return to KOMTRAX setting screen
  - ★ The IP address is a No. specific to each MODEM which is required when communication is made between the MODEM and the server.

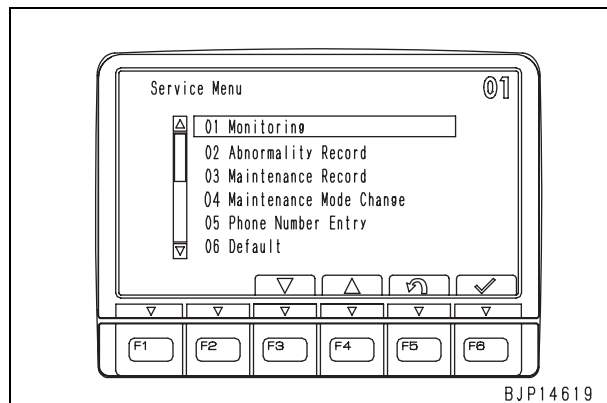


### Display of KOMTRAX message

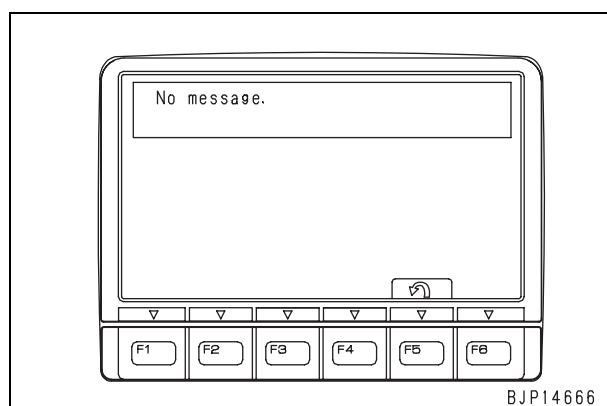
Special messages for the serviceman sent from the KOMTRAX base station (a distributor, etc.) can be checked with this function.

If there is setting in a message, a return mail can be sent by using numeral input switches.

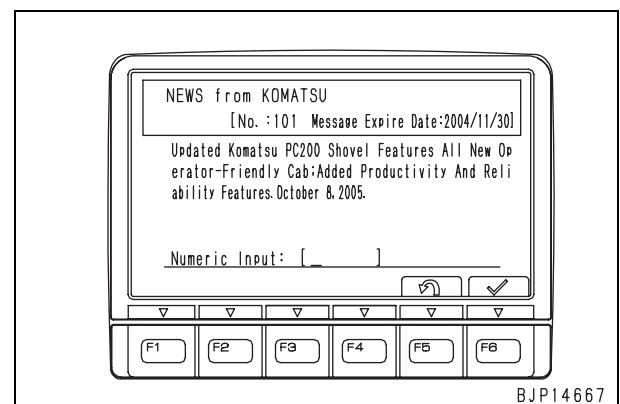
1. Operation to display menu  
Select "Service message" on the service menu screen.



2. Display of message (Read-only)  
If there is a message, its contents are displayed. If there is not a message, "No message" is displayed.
  - [F5]: Return to service menu screen
  - ★ This message is different from a message transmitted to the operator in the operator mode.
  - ★ Since this message is special for the serviceman, the message monitor is not displayed when it is received as in the operator mode.



3. Display of message (with return mail function)  
If a box to enter a value with the numeral keys is displayed under the message, enter a proper number with the numeral input switches and function switches and confirm it, and the information is returned to the KOMTRAX base station.
  - [F5]: Return to service menu screen
  - [F6]: Confirm and return input value
  - ★ This message is different from a message transmitted to the operator in the operator mode.
  - ★ Since this message is special for the serviceman, the message monitor is not displayed when it is received as in the operator mode.



PC290LC, 290NLC-8 Hydraulic excavator

Form No. UEN00016-00

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# HYDRAULIC EXCAVATOR

## PC290LC-8 PC290NLC-8

### Machine model      Serial number

PC290LC-8	K50001 and up
PC290NLC-8	K50001 and up

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## 30 Testing and adjusting

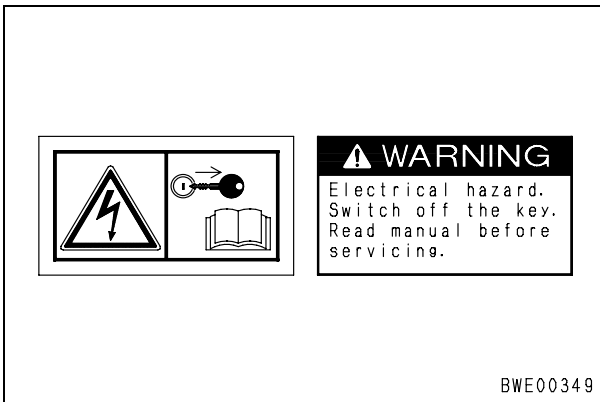
### Testing and adjusting, Part 3

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Testing and adjusting, Part 3.....	2
Handling high-voltage circuit of engine controller .....	2
Preparation work for troubleshooting of electrical system.....	3
Procedure for testing diodes .....	7
Pm Clinic service.....	9

## Testing and adjusting, Part 3

### Handling high-voltage circuit of engine controller



- ⚠ **The engine controller uses a high-voltage circuit (max. 65 V) to drive the injector. Accordingly, the high-voltage circuit is connected to the wiring harnesses and connectors between the engine controller and injector.**
  - ★ Normally, the engine controller keeps outputting the high voltage to the injector only while the engine is running and stops outputting when the engine stops.
  - ⚠ **If you touch the high-voltage circuit directly, you may get an electric shock. To avoid this, observe the following precautions when testing.**
1. The following connectors are used in the high-voltage circuit.
    - Engine controller connector: **CE01**
    - Injector intermediate connectors:
      - INJ CYL 1 and 2, INJ CYL 3 and 4,**
      - INJ CYL 4 and 5**
    - Injector head terminal (in head cover)
  2. When disconnecting or connecting a connector related to the high-voltage circuit, be sure to turn the starting switch OFF.
  3. If a T-adaptor is inserted in or connected to a connector related to the high-voltage circuit for troubleshooting, do not start the engine.
    - ★ You may turn the starting switch to the OFF or ON position but must not turn it to the START position.

## Preparation work for troubleshooting of electrical system

- ★ When carrying out troubleshooting of an electric circuit related to the machine monitor, engine controller, pump controller, or KOMTRAX communication MODEM, expose the related connectors according to the following procedure.
- ★ Disconnect and connect the connectors having special locking mechanisms according to the procedure shown below.

### 1. Machine monitor

- 1) Remove mounting bolts (2) and cover (1).
  - ★ One of the mounting bolts is installed in the cover on the right of the daylight sensor.
  - ★ While removing the mounting bolts, disconnect connector **P31** of the daylight sensor.
- 2) Remove cover (1).
  - ★ The cover is fixed with clips. Remove it by pull it up.
  - ★ While removing the cover, disconnect connector **M04** of the cigarette lighter.

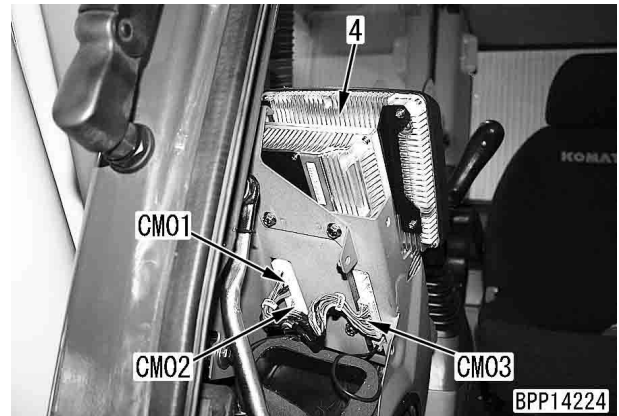


- 3) Remove 1 mounting bolt and duct (3).



- 4) Insert or connect troubleshooting T-adapters in or to connectors **CM01**, **CM02**, and **CM03** of machine monitor (4).

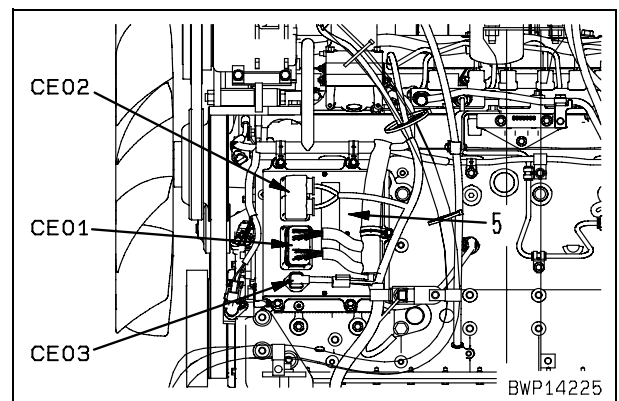
- ★ Connectors **CM02** and **CM03** are of the same type. When returning them, check the mark plates of the mounting brackets and take care not to make a wrong connection.



### 2. Engine controller

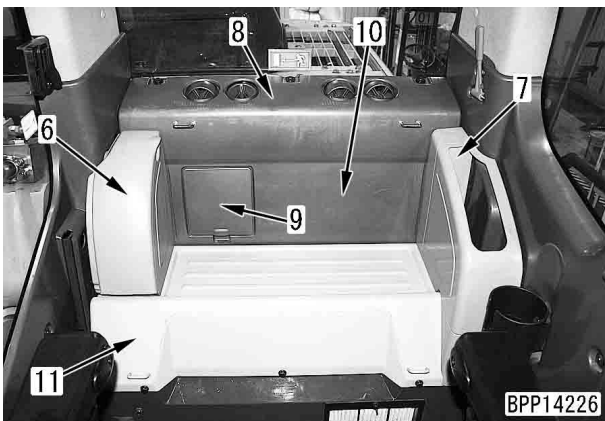
- 1) Open the engine hood.
  - ★ The engine controller is mounted on the engine (on the counterweight side).
- 2) Insert or connect troubleshooting T-adapters in or to connectors **CE01**, **CE02**, and **CE03** of engine controller (5).
  - ★ Connectors **CE01** and **CE02** are fixed with screws. When disconnecting them, loosen the screws.
  - ★ When returning connectors **CE01** and **CE02**, tighten the screws to the specified torque.

⚙️ Screw:  $3 \pm 1 \text{ Nm}$  { $0.3 \pm 0.1 \text{ kgm}$ }

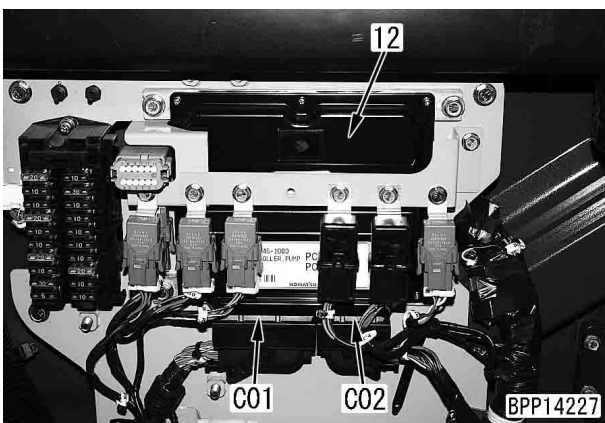


**3. Pump controller**

- 1) Slide the operator's seat and seat stand to the forward end.
- 2) Remove the 5 mounting bolts and cool & hot box (6).
  - ★ While removing the cool & hot box, disconnect the drain hose.
- 3) Remove the 2 mounting bolts, 1 fastener, and magazine box (7).
- 4) Remove the 3 mounting bolts and cover (8).
- 5) Remove fuse box cover (9) and cover (10).
  - ★ Since the underside of cover (10) is clamped, pull it up.
- 6) Remove the 7 mounting bolts and cover (11).



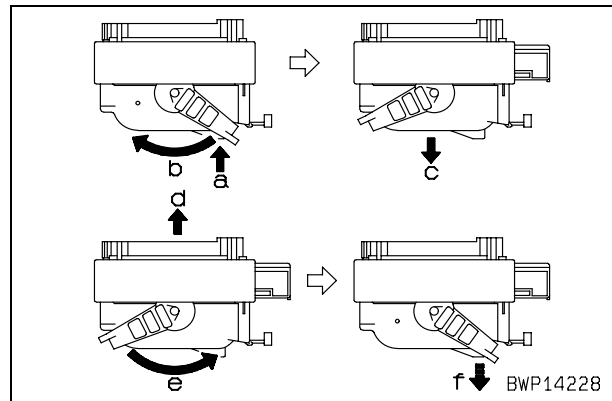
- 7) Connect the troubleshooting adapters to connectors **C01** and **C02** of pump controller (12).
  - ★ Install the adapters to only the wiring harness side.



- ★ The connectors of the pump controller have a special locking mechanism. Disconnect them according to steps (a) – (c) and connect them according to steps (d) – (f) as shown below.

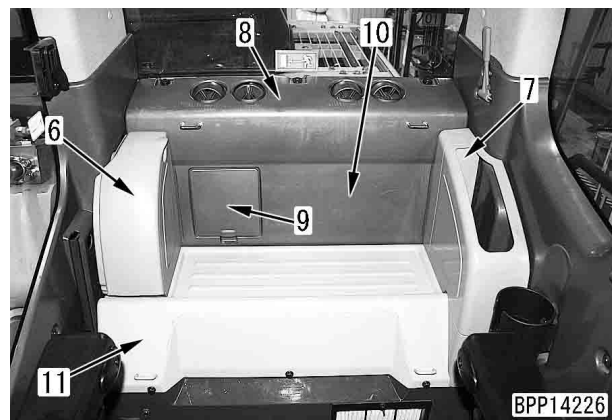
**Disconnection:** (a) Unlock – (b) Slide lever – (c) Disconnect connector.

**Connection:** (d) Position connector – (e) Slide lever – (f) Lock.

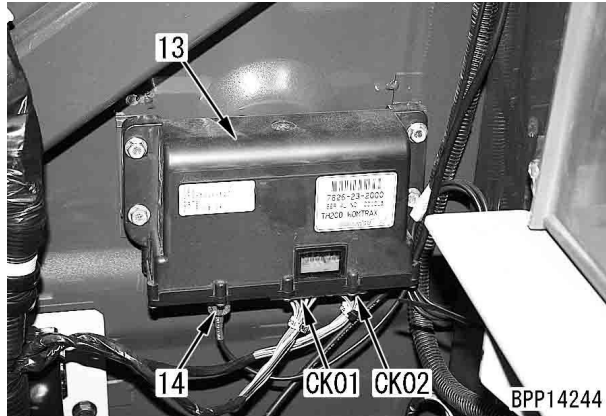


**4. KOMTRAX communication module**

- 1) Slide the operator's seat and seat stand to the forward end.
- 2) Remove the 5 mounting bolts and cool & hot box (6).
  - ★ While removing the cool & hot box, disconnect the drain hose.
- 3) Remove the 2 mounting bolts, 1 fastener, and magazine box (7).
- 4) Remove the 3 mounting bolts and cover (8).
- 5) Remove fuse box cover (9) and cover (10).
  - ★ Since the underside of cover (10) is clamped, pull it up.
- 6) Remove the 7 mounting bolts and cover (11).



- 7) Connect troubleshooting T-adapters to connectors **CK01** and **CK02** of KOMTRAX communication module (13).
- ★ Cable (14) is for the communication antenna.



### 5. Atmospheric pressure sensor (AMBAIR PRESSURE)

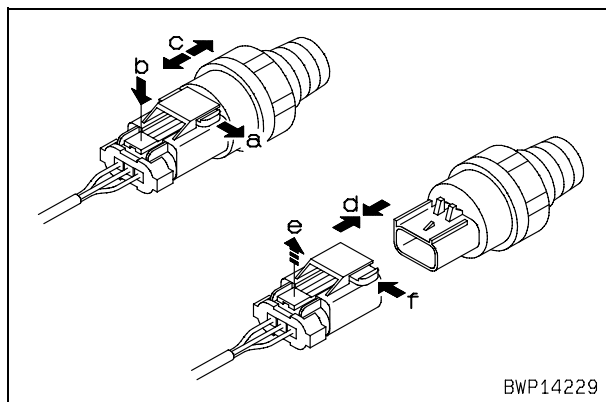
Engine Ne speed sensor (CRANK SENSOR)  
 Engine Bkup speed sensor (CAM SENSOR)  
 Engine oil pressure switch (OIL PRESSURE SWITCH)

#### ★ Disconnection and connection of connectors

The connectors of the atmospheric pressure sensor, engine Ne speed sensor, engine Bkup speed sensor, engine oil pressure switch have a special locking mechanism. Disconnect them according to steps (a) – (c) and connect them according to steps (d) – (f) as shown below.

**Disconnection:** (a) Slide lever – (b) Unlock – (c) Disconnect connector.

**Connection:** (d) Connect connector – (e) Lock – (f) Slide lever.



#### ★ Removal and installation of sensor

A deep socket is necessary for removal and installation of the engine oil pressure switch. See "Tools for testing, adjusting, and troubleshooting".

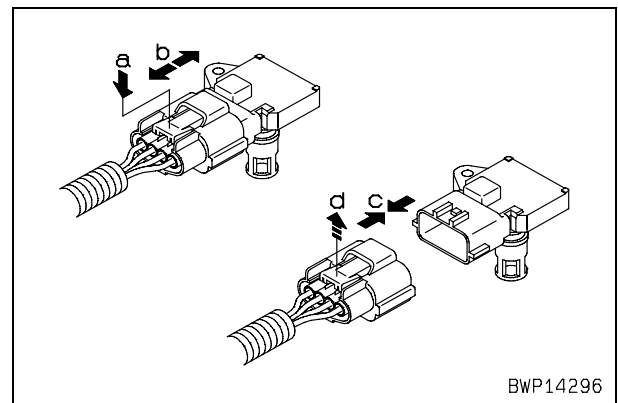
### 6. Boost pressure and temperature sensor (BOOST PRESS & IMT)

#### ★ Disconnection and connection of connector

The connector of the boost pressure and temperature sensor has a special locking mechanism. Disconnect it according to steps (a) – (b) and connect it according to steps (c) – (d) as shown below.

**Disconnection:** (a) Unlock – (b) Disconnect connector.

**Connection:** (c) Connect connector – (d) Lock.



#### ★ Removal and installation of sensor

A torque wrench is necessary for removal and installation of the boost pressure and temperature sensor. See "Tools for testing, adjusting, and troubleshooting".

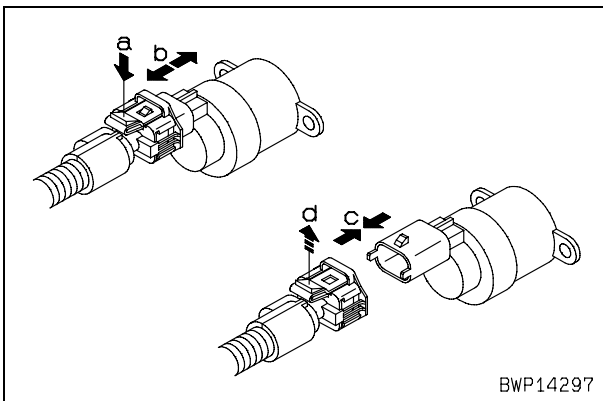
**7. Supply pump IMV solenoid (FUEL REGULATOR)**

★ **Disconnection and connection of connector**

The connector of the supply pump IMV solenoid has a special locking mechanism. Disconnect it according to steps (a) – (b) and connect it according to steps (c) – (d) as shown below.

**Disconnection:** (a) Unlock – (b) Disconnect connector.

**Connection:** (c) Connect connector – (d) Lock.



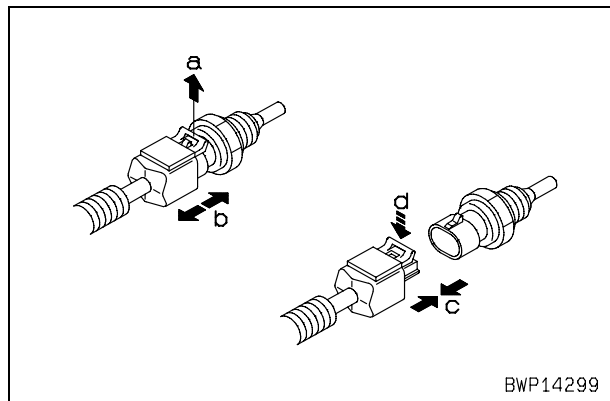
**9. Engine coolant temperature sensor (COOLANT TEMP)**

★ **Disconnection and connection of connector**

The connector of the engine coolant temperature sensor has a special locking mechanism. Disconnect it according to steps (a) – (b) and connect it according to steps (c) – (d) as shown below.

**Disconnection:** (a) Unlock – (b) Disconnect connector.

**Connection:** (c) Connect connector – (d) Lock.



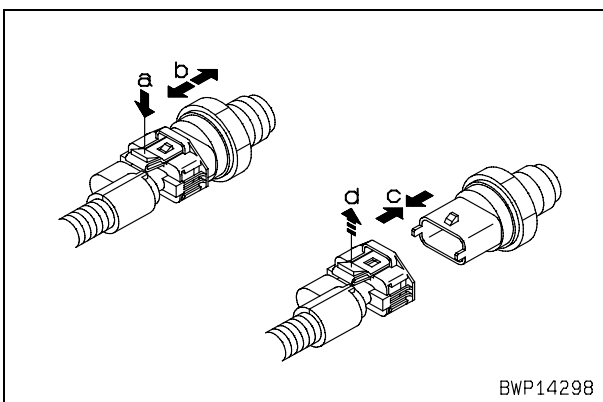
**8. Common rail pressure sensor (FUEL RAIL PRESS)**

★ **Disconnection and connection of connector**

The connector of the common rail pressure sensor has a special locking mechanism. Disconnect it according to steps (a) – (b) and connect it according to steps (c) – (d) as shown below.

**Disconnection:** (a) Unlock – (b) Disconnect connector.

**Connection:** (c) Connect connector – (d) Lock.

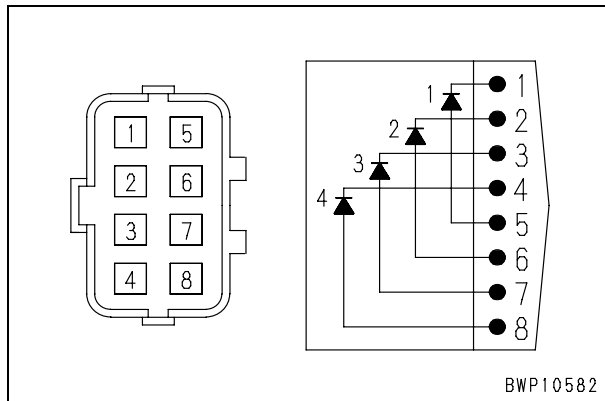


★ **Removal and installation of sensor**

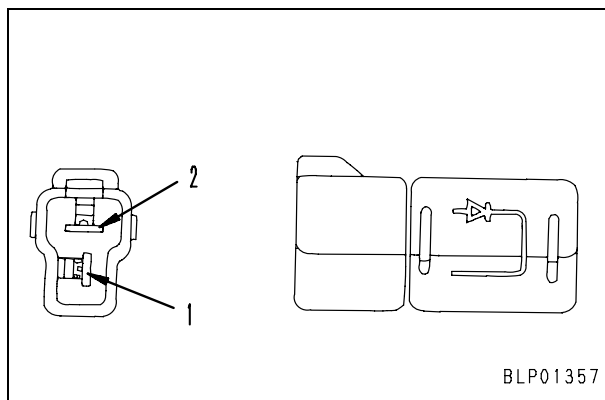
A deep socket is necessary for removal and installation of the engine coolant temperature sensor. See "Tools for testing, adjusting, and troubleshooting".

## Procedure for testing diodes

- ★ Test the assembled-type diode (8-pin) and the single diode (2-pin) according to the following procedure.
- ★ The conductive directions of the assembled-type diode are as follows.

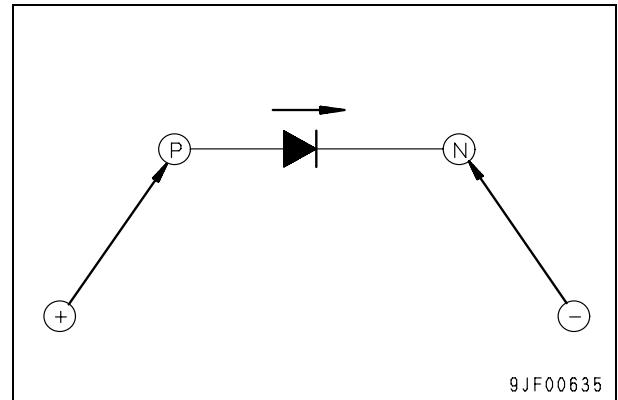


- ★ The conductive direction of the single diode is indicated on the surface of the diode.



### 1. When using digital circuit tester

- 1) Set the tester in the diode range and check the indicated value.
    - ★ When an ordinary circuit tester is used, the voltage of the internal battery is indicated.
  - 2) Apply the red (+) lead of the tester to the anode (P) side of the diode and apply the black (-) lead to the cathode (N) side and check the indicated value.
  - 3) Judge the condition of the diode by the indicated value.
    - The indicated value does not change:  
The diode does not have conductivity (Defective).
    - The indicated value changes:  
The diode has conductivity (Normal).
- Note: In the case of a silicon diode, a value in the range from 460 to 600 is indicated.



### 2. When using analog circuit tester

- 1) Set the tester in the resistance range.
- 2) Apply the leads of the tester as explained below and check the movement of the pointer.
  - i) Apply the red (+) lead of the tester to the anode (P) side of the diode and apply the black (-) lead to the cathode (N) side.
  - ii) Apply the red (+) lead of the tester to the cathode (N) side of the diode and apply the black (-) lead to the anode (P) side.
- 3) Judge the condition of the diode by the movement of the pointer.
  - The pointer does not move in i) but moves in ii): The diode is normal (The moving range (resistance) depends on the type and selected range of the tester, however).
  - The pointer moves in both i) and ii): The diode is defective (Internal short circuit).
  - The pointer moves in neither of i) and ii): The diode is defective (Internal disconnection).

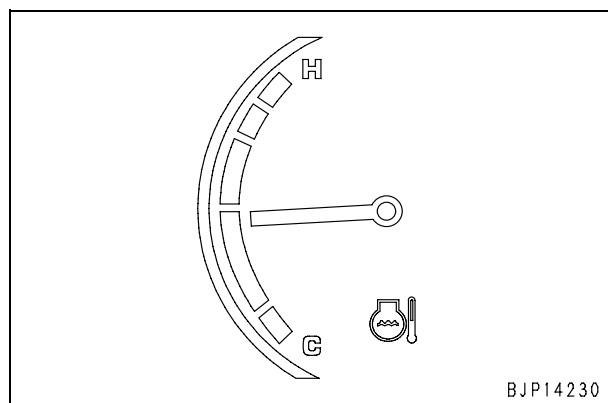




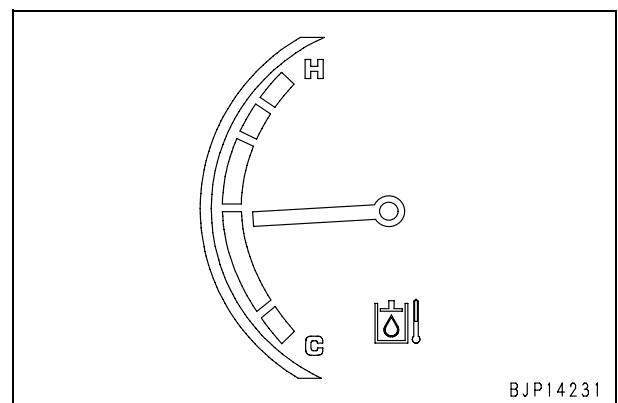
**Pm Clinic service**

Model name		Serial No.		Service meter	
<input type="checkbox"/> PC290-8				h	
User's name		Date of execution		Inspector	
		/ /			
Specifications					
Main components		Attachments		Shoe width	
Boom	<input type="checkbox"/> Standard <input type="checkbox"/> ( )	<input type="checkbox"/> Breaker		<input type="checkbox"/> 600 mm	
Arm	<input type="checkbox"/> Standard <input type="checkbox"/> ( )	<input type="checkbox"/> ( )		<input type="checkbox"/> 700 mm	
Bucket	<input type="checkbox"/> Standard <input type="checkbox"/> ( )	<input type="checkbox"/> ( )		<input type="checkbox"/> ( )	
Check of oil/coolant level					
<input type="checkbox"/> Radiator coolant	When necessary		<input type="checkbox"/> Machinery case oil		
<input type="checkbox"/> Engine oil	<input type="checkbox"/> Damper case oil		<input type="checkbox"/> ( )		
<input type="checkbox"/> Hydraulic oil	<input type="checkbox"/> Final drive case oil				
Ambient temperature			Altitude		
°C			m		
Operator's opinion					
Result of visual inspection					
Mechanical equipment system fault history			Electrical equipment system fault history		
989EKX	times/1st time	h/last	h		times/1st time h/last h
AA10NX	times/1st time	h/last	h		times/1st time h/last h
AB00KE	times/1st time	h/last	h		times/1st time h/last h
B@BAZG	times/1st time	h/last	h		times/1st time h/last h
B@BAZK	times/1st time	h/last	h		times/1st time h/last h
B@BCNS	times/1st time	h/last	h		times/1st time h/last h
B@BCZK	times/1st time	h/last	h		times/1st time h/last h
B@HANS	times/1st time	h/last	h		times/1st time h/last h
CA234	times/1st time	h/last	h		times/1st time h/last h

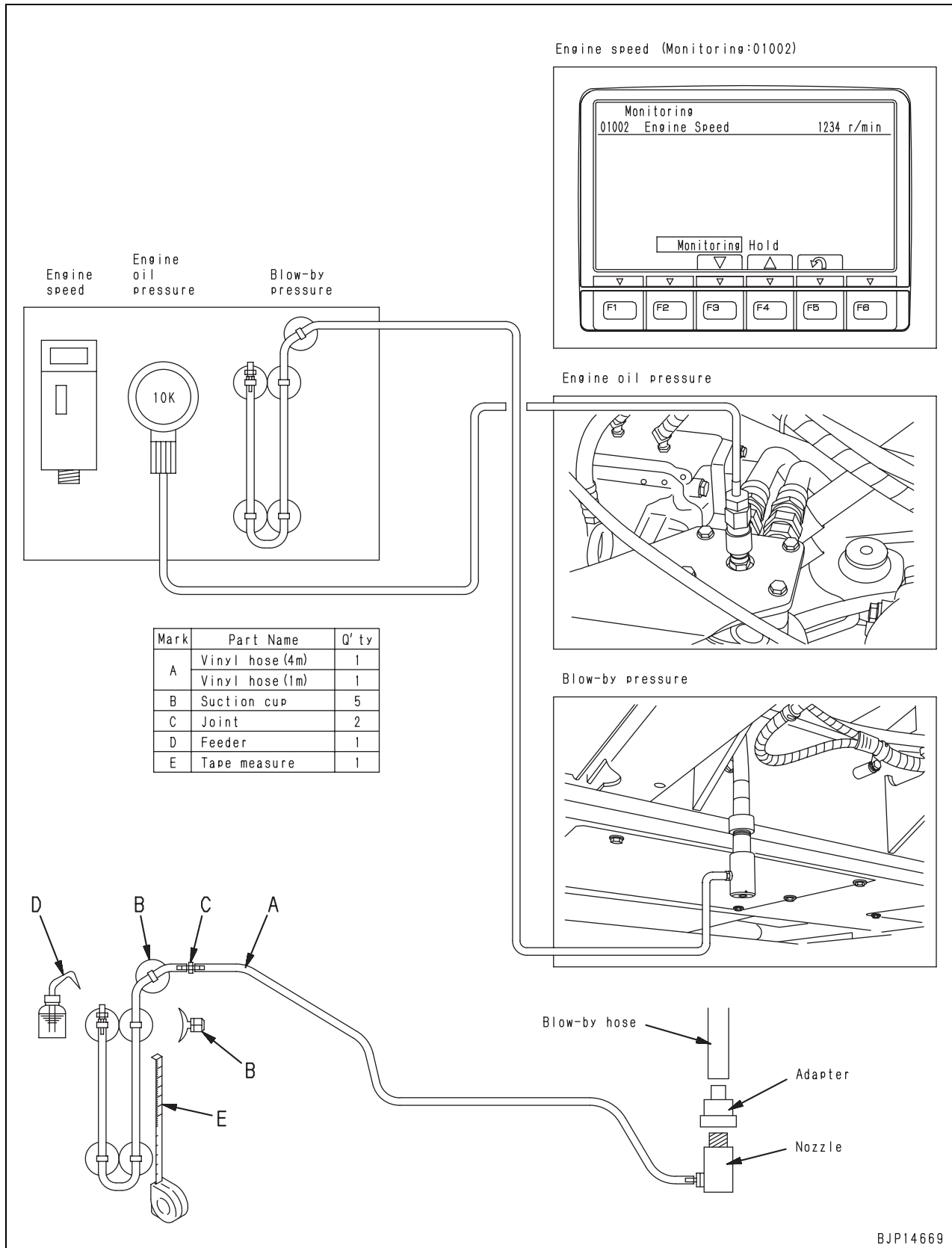
**Max. range of engine coolant temperature gauge**



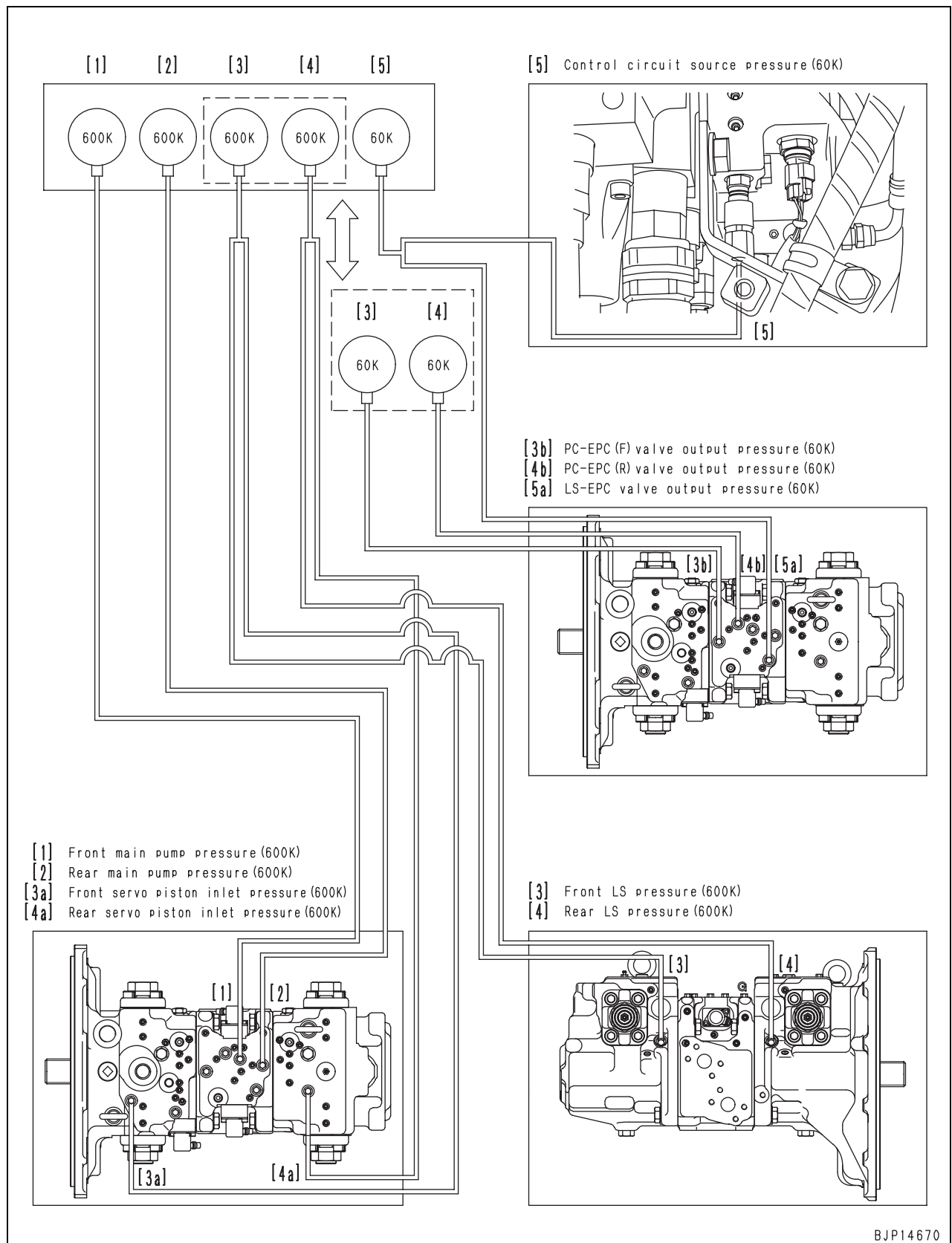
**Max. range of hydraulic oil temperature gauge**



Items related to engine



Items related to oil pressure



Check sheet (PC290-8)

Model	Serial No.	Service meter	User's name	Date of execution	Inspector
				/ /	

1. Engine

No.	Check item	Checking condition					Unit	Standard value for new machine	Service limit value	Measured value	Good	Bad	
		Fuel control dial	Working mode	Auto-deceleration	Left knob switch	Operation of work equipment							
1	Engine speed	MAX	P	OFF	OFF	All levers in neutral	rpm	2,110 – 2,250	2,110 – 2,250				
2	Engine oil pressure					MPa {kg/cm <sup>2</sup> }	Min. 0.29 {Min. 3.0}	0.25 {2.5}					
3	Engine speed	MIN			OFF	OFF	All levers in neutral	rpm	1,000 – 1,100	1,000 – 1,100			
4	Engine oil pressure						MPa {kg/cm <sup>2</sup> }	Min. 0.10 {Min. 1.0}	0.07 {0.7}				
5	Engine speed	MAX			ON	ON	Arm IN relief	rpm	1,850 – 2,050	1,850 – 2,050			
6	Blow-by pressure							kPa {mmH <sub>2</sub> O}	Max. 0.98 {Max. 100}	1.96 {200}			
7	Engine oil pressure							rpm	1,300 – 1,500	1,300 – 1,500			
			ON	OFF	All levers in neutral	rpm	1,300 – 1,500	1,300 – 1,500					

2. Work equipment speed

No.	Check item	Checking condition			Unit	Standard value for new machine	Service limit value	Measured value	Good	Bad	
		Fuel control dial	Working mode	Checking posture, etc.							
1	Boom RAISE	MAX	P	Work equipment extended fully	sec	3.9 – 4.7	Max. 5.7				
2	Arm IN		E	L	Boom top horizontal	sec	4.0 – 4.8	Max. 5.4			
						sec	4.2 – 5.0	Max. 5.8			
						sec	7.1 – 8.7	Max. 10.0			
3	Arm OUT		P		Boom top horizontal Arm cylinder retracted fully	sec	2.6 – 3.2	Max. 3.8			
4	Bucket CURL					sec	2.9 – 3.5	Max. 4.1			
5	Swing (5 turns)					sec	25.7 – 31.5	Max. 34.8			
6	Travel (5 idle turns)			One side of track pushed up and turned forward and backward	LO	sec	58.3	52.7 – 68.6			
					MI	sec	48.0	43.3 – 57.5			
					HI	sec	30.8	30.8 – 35.2			

3. Hydraulic drift of work equipment

No.	Check item	Checking condition			Unit	Standard value for new machine	Service limit value	Measured value	Good	Bad
		Fuel control dial	Working mode	Checking posture, etc.						
1	Hydraulic drift of bucket tip	Engine stopped		Boom top horizontal Arm cylinder retracted fully Bucket loaded	mm/ 15 min	Max. 600	Max. 900			

4. Hydraulic circuit

No.	Checked part	Checking condition				[1]	[2]	[3]	[4]	[5]	Good	Bad	
		Fuel control dial	Working mode	Left knob switch	Operation of work equipment	600K	600K	600K	600K	60K			
1	Self pressure reducing valve	MAX	P	OFF	All lever in neutral	—	—	—	—	A			
2	Main relief valve (Low pressure)				Arm out relief	B	B	B	B	—			
3	Main relief valve (Low pressure)			ON	Arm out relief	C	C	C	C	—			
4	Unload valve			OFF	All levers in neutral	D1	D1	D2	D2	—			
5	LS valve				Right track driven idle Lever moved halfway	E1	—	E2	—	—			
					Left track driven idle Lever moved halfway	—	E1	—	E2	—			
6	Swing motor safety valve				Swing lock Right swing relief	F	F	—	—	—			
					Swing lock Left swing relief	F	F	—	—	—			
7	Main relief valve Travel motor Safety valve Travel junction valve				Right travel lock Right forward relief	G	—	—	—	—			
					Right travel lock Right reverse relief	G	—	—	—	—			
					Left travel lock Left forward relief	—	G	—	—	—			
						Left travel lock Left reverse relief	—	G	—	—	—		
Standard value	Checked oil pressure			Unit	Standard value for new machine		Service limit value						
	A (Control circuit basic pressure)			MPa {kg/cm <sup>2</sup> }	2.93 – 3.43 {30 – 35}		2.74 – 3.43 {28 – 35}						
	B (Work equipment relief pressure, low)		33.8 – 35.8 {345 – 365}		33.3 – 36.8 {340 – 375}								
	C (Work equipment relief pressure, high)		36.3 – 38.3 {370 – 380}		36.3 – 39.2 {370 – 400}								
	D (Unload pressure)		D1 – D2 = 2.5 – 4.5 {26 – 46}		D1 – D2 = 2.5 – 4.5 {26 – 46}								
	E (LS differential pressure)		E1 – E2 = 1.7 – 1.9 {17 – 19}		E1 – E2 = 1.7 – 1.9 {17 – 19}								
	F (Swing relief pressure)		28.8 – 31.8 {295 – 325}		28.4 – 32.3 {290 – 330}								
G (Travel relief pressure)		36.7 – 39.7 {375 – 405}			36.8 – 40.2 {375 – 410}								

**\* Gauge changing work: Change hoses of gauges [3] and [4].**

No.	Check item	Checking condition				[1]	[2]	[3a]	[4a]	[5]	Good	Bad
		Fuel control dial	Working mode	Left knob switch	Operation of work equipment	600K	600K	600K	600K	60K		
8	Servo piston	MAX	P	OFF	Arm out relief	F pump main H1	R pump main H1	F pump servo H2	R pump servo H2	Control —		
Standard value	Checked oil pressure		Unit	Standard value for new machine			Service limit value					
	H (Servo control pressure)		—	H1 : H2 = 1 : 0.6 (Oil pressure ratio)								

**\* Gauge changing work: Change [3] and [4] to 60K and change hoses of [3], [4], and [5].**

No.	Check item	Checking condition				[1]	[2]	[3b]	[4b]	[5a]	Good	Bad
		Fuel control dial	Working mode	Left knob switch	Operation of work equipment	600K	600K	60K	60K	60K		
9	PC-EPC (F) valve PC-EPC (R) valve	MIN	P	OFF	All levers in neutral	—	—	J1	J1	—		
		MAX				E	—	—	J2	J2	—	
			L			—	—	J3	J3	—		
			B			—	—	J4	J4	—		
		10	LS-EPC valve			P	Travel speed: Lo Travel lever in neutral	—	—	—	—	K1
Travel speed: Mi Travel lever operated	—	—	—	—	K2							
Travel speed: Hi Travel lever operated	—	—	—	—	K3							
Standard value	Checked oil pressure		Unit	Standard value for new machine			Service limit value					
	J1 (PC-EPC valve output pressure 1)		MPa {kg/cm <sup>2</sup> }	Approx. 2.9 {Approx. 30}								
	J2 (PC-EPC valve output pressure 2)			Approx. 0.8 {Approx. 8}								
	J3 (PC-EPC valve output pressure 3)			Approx. 0.8 {Approx. 8}								
	J4 (PC-EPC valve output pressure 4)			1.8 {18}								
	J5 (PC-EPC valve output pressure 5)			Approx. 1.57 {Approx. 16}								
	K1 (LS-EPC valve output pressure 1)			Approx. 2.45 {Approx. 25}								
	K2 (LS-EPC valve output pressure 2)			Approx. 2.1 {Approx. 21}								
K3 (LS-EPC valve output pressure 3)		0 {0}										



PC290LC, 290NLC-8 Hydraulic excavator

Form No. UEN00017-00

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# HYDRAULIC EXCAVATOR

## PC290LC-8 PC290NLC-8

### Machine model      Serial number

PC290LC-8	K50001 and up
PC290NLC-8	K50001 and up

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## 40 Troubleshooting

### General information on troubleshooting

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## General information on troubleshooting

### Points to remember when troubleshooting

- ⚠ Stop the machine in a level ground, and check that the lock pin, blocks, and parking brake are securely fitted.
- ⚠ When carrying out the operation with two or more workers, keep strictly to the agreed signals, and do not allow any unauthorized person to come near.
- ⚠ If the radiator cap is removed when the engine is hot, hot coolant may spurt out and cause burns, so wait for the engine to cool down before starting troubleshooting.
- ⚠ Be extremely careful not to touch any hot parts or to get caught in any rotating parts.
- ⚠ When disconnecting wiring, always disconnect the negative (–) terminal of the battery first.
- ⚠ When removing the plug or cap from a location which is under pressure from oil, water, or air, always release the internal pressure first. When installing measuring equipment, be sure to connect it properly.

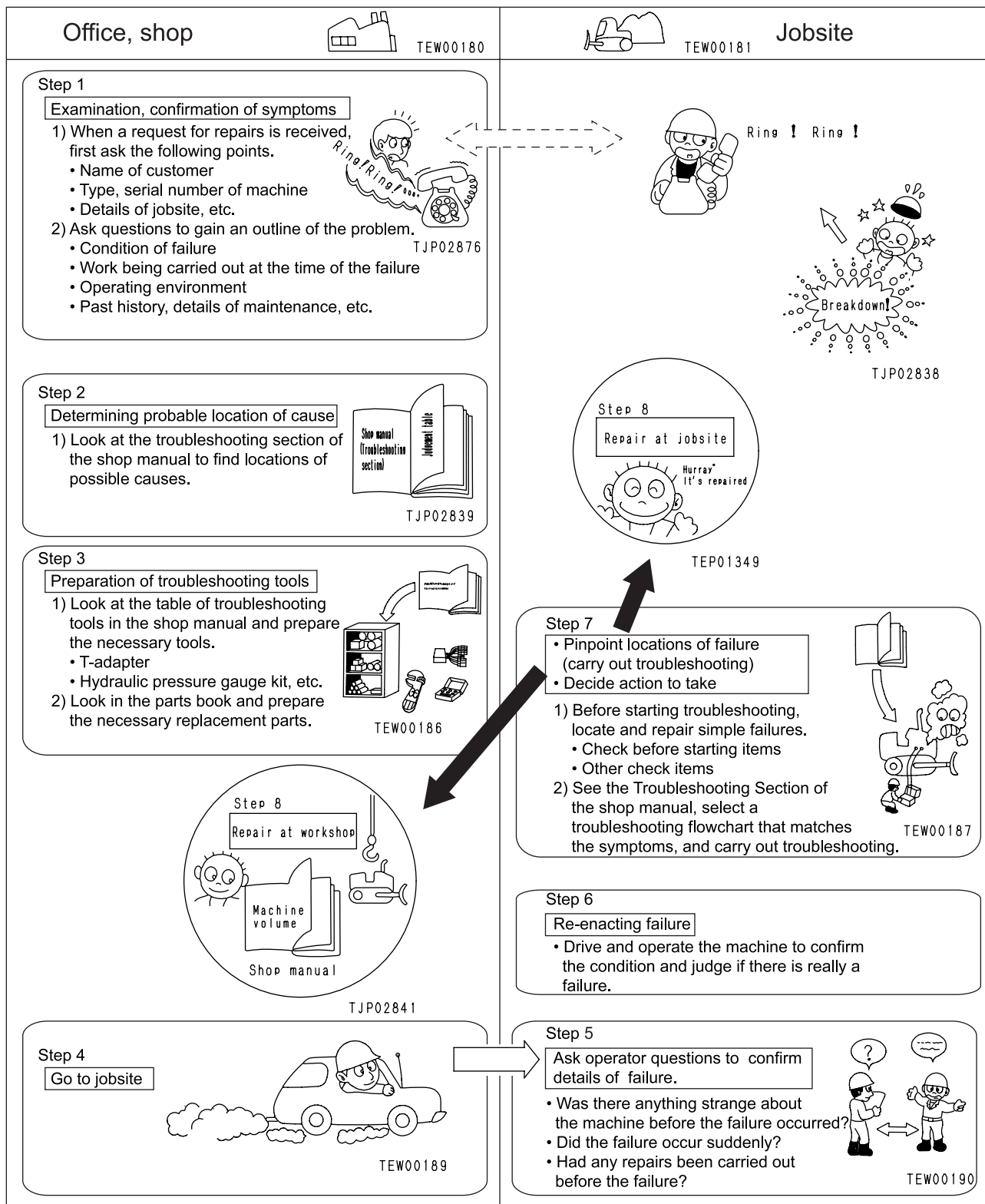
The aim of troubleshooting is to pinpoint the basic cause of the failure, to carry out repairs swiftly, and to prevent reoccurrence of the failure.

When carrying out troubleshooting, an important point is of course to understand the structure and function. However, a short cut to effective troubleshooting is to ask the operator various questions to form some idea of possible causes of the failure that would produce the reported symptoms.

1. When carrying out troubleshooting, do not hurry to disassemble the components. If components are disassembled immediately any failure occurs:
  - Parts that have no connection with the failure or other unnecessary parts will be disassembled.
  - It will become impossible to find the cause of the failure.

It will also cause a waste of manhours, parts, or oil or grease, and at the same time, will also lose the confidence of the user or operator. For this reason, when carrying out troubleshooting, it is necessary to carry out thorough prior investigation and to carry out troubleshooting in accordance with the fixed procedure.
2. Points to ask user or operator
  - 1) Have any other problems occurred apart from the problem that has been reported?
  - 2) Was there anything strange about the machine before the failure occurred?
  - 3) Did the failure occur suddenly, or were there problems with the machine condition before this?
  - 4) Under what conditions did the failure occur?
  - 5) Had any repairs been carried out before the failure?  
When were these repairs carried out?
  - 6) Has the same kind of failure occurred before?
3. Check before troubleshooting
  - 1) Check the oil level
  - 2) Check for any external leakage of oil from the piping or hydraulic equipment.
- 3) Check the travel of the control levers.
- 4) Check the stroke of the control valve spool.
- 5) Other maintenance items can be checked externally, so check any item that is considered to be necessary.
4. Confirming failure
  - Confirm the extent of the failure yourself, and judge whether to handle it as a real failure or as a problem with the method of operation, etc.
    - ★ When operating the machine to reenact the troubleshooting symptoms, do not carry out any investigation or measurement that may make the problem worse.
5. Troubleshooting
  - Use the results of the investigation and inspection in Items 2 – 4 to narrow down the causes of failure, then use the troubleshooting flowchart to locate the position of the failure exactly.
    - ★ The basic procedure for troubleshooting is as follows.
      - 1) Start from the simple points.
      - 2) Start from the most likely points.
      - 3) Investigate other related parts or information.
6. Measures to remove root cause of failure
  - Even if the failure is repaired, if the root cause of the failure is not repaired, the same failure will occur again. To prevent this, always investigate why the problem occurred. Then, remove the root cause.

### Sequence of events in troubleshooting



## Check before troubleshooting

	Item	Criterion	Remedy
Lubricating oil/Coolant	1. Check of level and type of fuel	—	Add fuel
	2. Check of fuel for foreign matter	—	Clean and drain
	3. Check of hydraulic oil level	Between H – L	Add oil
	4. Check of hydraulic oil strainer	—	Clean and drain
	5. Check of swing machinery oil level	Between H – L	Add oil
	6. Check of level and type of engine oil (in oil pan)	Between H – L	Add oil
	7. Check of coolant level (in sub tank)	Between H – L	Add coolant
	8. Check of dust indicator for clogging	No red part	Clean or replace
	9. Check of hydraulic oil filter	—	Replace
Hydraulic/ Mechanical equipment	1. Check for abnormal noise/smell	—	Repair
	2. Check for oil leakage	—	Repair
	3. Bleeding air	—	Bleed air
Electric, electrical equipment	1. Check of battery terminals and wiring for looseness and corrosion	—	Retighten or replace
	2. Check of alternator terminals and wiring for looseness and corrosion	—	Retighten or replace
	3. Check of starting motor terminals and wiring for looseness and corrosion	—	Retighten or replace
	4. Check of battery voltage (with engine stopped)	20 – 30 V	Charge or replace
	5. Check of electrolyte level	Between H – L	Add or replace
	6. Check of wires for discoloration, burn, and removal of cover	—	Repair or replace
	7. Check for released wire clamp and drooping wire	—	Repair
	8. Check of wires for wetness (Check connectors and terminals for wetness, in particular)	—	Dry
	9. Check of fuse for disconnection and corrosion	—	Replace
	10. Check of alternator voltage (while engine speed is at middle or higher)	After operating for several minutes: 27.5 – 29.5 V	Replace
	11. Check of battery relay for operating sound (when starting switch is turned ON or OFF)	—	Replace

## Classification and procedures for troubleshooting

### Classification for troubleshooting

Mode	Contents
<b>Display of code</b>	Troubleshooting by failure code
<b>E-mode</b>	Troubleshooting of electrical system
<b>H-mode</b>	Troubleshooting of hydraulic and mechanical system
<b>S-mode</b>	Troubleshooting of engine

### Procedure for troubleshooting

If a phenomenon looking like a trouble occurs in the machine, select a proper troubleshooting No. according to the following procedure, and then go to the corresponding troubleshooting section.

**1. Procedure for troubleshooting to be taken when user code and failure code are displayed on machine monitor:**

If a user code and a failure code are displayed on the machine monitor, carry out the troubleshooting for the corresponding "Display of code" according to the displayed failure code.

**2. When electrical system error code or mechanical system error code is recorded in abnormality record:**

If a user code and a failure code are not displayed on the machine monitor, check a mechanical system failure code and an electrical system failure code with the abnormality record function of the machine monitor.

If a code is recorded, carry out troubleshooting for the corresponding "Display of code" according to the recorded code.

- ★ If an electrical system failure code is recorded, delete all the codes and reproduce them, and then see if the trouble is still detected.
- ★ An error code of the mechanical system cannot be deleted.
- ★ If a trouble is displayed in the air conditioner abnormality record or heater abnormality record by the abnormality record function, carry out the corresponding troubleshooting in **E-mode**.

**3. When user code and failure code is not displayed and no failure code is recorded in abnormality record:**

If a user code and failure code are not displayed on the machine monitor and no failure code is recorded in the abnormality record, a trouble that the machine cannot find out by itself may have occurred in the electrical system or hydraulic and mechanical system.

In this case, check the phenomenon looking like a trouble again and select the same phenomenon from the table of "Phenomena looking like troubles and troubleshooting Nos.", and then carry out troubleshooting corresponding to that phenomenon in the "**E-mode**", "**H-mode**", or "**S-mode**".

## Phenomena looking like troubles and troubleshooting Nos.

No.	Phenomena looking like troubles	Troubleshooting			
		Display of code	E-mode	H-mode	S-mode
<b>Phenomena related to user code/failure code</b>					
1	User code and failure code are displayed on ordinary screen of machine monitor	According to displayed code			
2	When abnormality record is checked, failure code is displayed in mechanical system abnormality record				
3	When abnormality record is checked, failure code is displayed in electrical system abnormality record				
4	When abnormality record is checked, failure code is displayed in air conditioner or heater abnormality record		E-23		
<b>Phenomena related to engine</b>					
5	Starting performance is poor				S-1
6	Engine does not start		E-3		S-2
7	Engine does not pick up smoothly				S-3
8	Engine stops during operations				S-4
9	Engine does not rotate smoothly				S-5
10	Engine lacks output (or lacks power)				S-6
11	Exhaust smoke is black (incomplete combustion)				S-7
12	Oil consumption is excessive (or exhaust smoke is blue)				S-8
13	Oil becomes contaminated quickly				S-9
14	Fuel consumption is excessive				S-10
15	Oil is in coolant (or coolant spurts back or coolant level goes down)				S-11
16	Oil pressure drops				S-12
17	Oil level rises (Entry of coolant/fuel)				S-13
18	Coolant temperature becomes too high (overheating)				S-14
19	Abnormal noise is made				S-15
20	Vibration is excessive				S-16
21	Preheater does not operate		E-4		
22	Automatic warm-up system does not operate (in cold season)		E-5		
23	Auto-decelerator does not operate normally		E-15	H-5	
<b>Phenomena related to work equipment/swing/travel</b>					
24	Work equipment, swing, and travel mechanism do not move or cannot be locked		E-6	H-3	
25	Speed or power of whole work equipment, swing, and travel is low			H-1	
26	Engine speed lowers extremely or engine stalls			H-2	S-6
27	Working mode does not change		E-16		
28	Abnormal sound comes out from around hydraulic pump			H-4	
29	Fine control performance or response is low			H-6	
<b>Phenomena related to work equipment</b>					
30	Speed or power of boom is low			H-7	
31	Speed or power of arm is low			H-8	
32	Speed or power of bucket is low			H-9	
33	Work equipment does not move singly			H-10	
34	Hydraulic drift of work equipment is large			H-11	

No.	Phenomena looking like troubles	Troubleshooting			
		Display of code	E-mode	H-mode	S-mode
35	Time lag of work equipment is large			H-12	
36	When part of work equipment is relieved singly, other parts of work equipment move			H-13	
37	Power maximizing function does not work		E20	H-14	
38	Attachment circuit is not changed (when attachment is installed)			H-29	
39	Oil flow in attachment circuit cannot be controlled (when attachment is installed)			H-30	
<b>Phenomena related to compound operation</b>					
40	In compound operation of work equipment, speed of part loaded more is low			H-15	
41	When machine swings and raises boom simultaneously, boom rising speed is low			H-16	
42	When machine swings and travels simultaneously, travel speed lowers largely			H-17	
<b>Phenomena related to travel</b>					
43	Machine deviates during travel			H-18	
44	Travel speed is low			H-19	
45	Machine is not steered well or steering power is low			H-20	
46	Travel speed does not change or travel speed is low/high		E-17	H-21	
47	Travel system does not move (only one side)			H-22	
48	Travel alarm does not sound or does not stop sounding		E-22		
<b>Phenomena related to swing</b>					
49	Upper structure does not swing			H-23	
50	Swing acceleration or swing speed is low			H-24	
51	Upper structure overruns remarkably when it stops swinging			H-25	
52	Large shock is made when upper structure stops swinging			H-26	
53	Large sound is made when upper structure stops swinging			H-27	
54	Swing holding brake does not operate normally Hydraulic drift of swing is large		E-21	H-28	
<b>Phenomena related to machine monitor</b>					
55	When starting switch turned ON, machine monitor displays nothing		E-1		
56	When starting switch turned ON (before starting engine), basic check item lights up		E-2		
57	Precaution lights up while engine is running		E-7		
58	Emergency stop item lights up while engine is running		E-8		
59	Engine coolant temperature gauge does not indicate normally		E-9		
60	Hydraulic oil temperature gauge does not indicate normally		E-10		
61	Fuel level gauge does not indicate normally		E-11		
62	Contents of display by machine monitor are different from applicable machine		E-12		
63	Machine monitor does not display some items		E-13		
64	Function switch does not work		E-14		
65	Alarm buzzer cannot be stopped		E-18		
66	Windshield wiper and window washer do not operate		E-19		
67	Air conditioner does not operate normally		E-23		
68	When starting switch is turned OFF, service meter is not displayed		E-24		

No.	Phenomena looking like troubles	Troubleshooting			
		Display of code	E-mode	H-mode	S-mode
69	Machine monitor cannot be set in service mode		E-25		
70	Monitoring function does not display lever control signal normally		E-26		
<b>Other phenomena</b>					
71	KOMTRAX system does not operate normally		E-27		

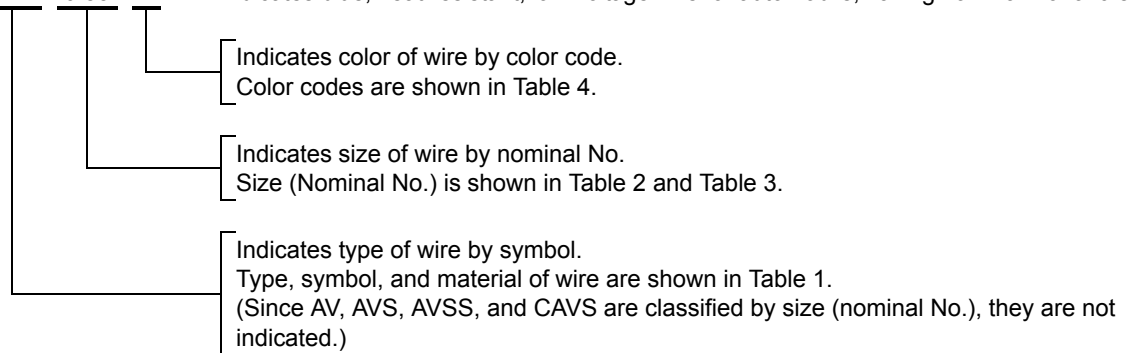


## How to read electric wire code

★ In this section, electric wire codes specific to PC200/200LC-8 and PC220/220LC-8 are explained.

In the electric circuit diagram, the material, thickness, and color of each electric wire are indicated by symbols. The electric wire code is helpful in understanding the electric circuit diagram.

Example: AEX 0.85 L --- Indicates blue, heat-resistant, low-voltage wire for automobile, having nominal No. of 0.85



### 1. Type, symbol, and material

AV, AVS, and AVSS are different in only thickness and outside diameter of the cover. AEX is similar to AV in thickness and outside diameter of AEX and different from AV, AVS, and AVSS in material of the cover. CAVS has circularly compressed conductor and is different from AV and AVS in outside diameter.

(Table 1)

Type	Symbol	Material		Using temperature range (°C)	Example of use for reference
Low-voltage wire for automobile	AV	Conductor	Annealed copper for electric appliance	-30 to +60	General wiring (Nominal No. 8 and above)
		Insulator	Soft polyvinyl chloride		
Thin-cover, low-voltage wire for automobile	AVS AVSS	Conductor	Annealed copper for electric appliance	-30 to +60	AVS: General wiring (Nominal No. 3 – 5) AVSS: General wiring (Nominal No. 2)
		Insulator	Soft polyvinyl chloride		
Heat-resistant, low-voltage wire for automobile	AEX	Conductor	Annealed copper for electric appliance	-50 to +110	General wiring in extremely cold district, wiring at high-temperature place
		Insulator	Heat-resistant crosslinked polyethylene		
Thin-cover, low-voltage, circularly compressed wire for automobile	CAVS	Conductor	Annealed copper for electric appliance	-30 to +60	General wiring (Nominal No. 0.5 – 1.25)
		Insulator	Soft polyvinyl chloride		

2. Dimensions

AVS, AV, AEX, AVSS

(Table 2)

Nominal No.		0.5f	(0.5)	0.75f	(0.85)	1.25f	(1.25)	2f	2	3f	3	5	
Conductor	Number of strands/ Diameter of strand	20/0.18	7/0.32	30/0.18	11/0.32	50/0.18	16/0.32	37/0.26	26/0.32	58/0.26	41/0.32	65/0.32	
	Sectional area (mm <sup>2</sup> )	0.51	0.56	0.76	0.88	1.27	1.29	1.96	2.09	3.08	3.30	5.23	
	d (Approx.)	1.0		1.2		1.5		1.9	1.9	2.3	2.4	3.0	
Cover D	AVS	Standard		—		—		—	—	3.5	3.6	4.4	
	AV	Standard		—		—		—	—	—	—	—	
	AEX	Standard		2.0		2.2		2.7	3.0	3.1	—	3.8	4.6
	AVSS	Standard		—		—		—	2.7	2.7	—	—	—

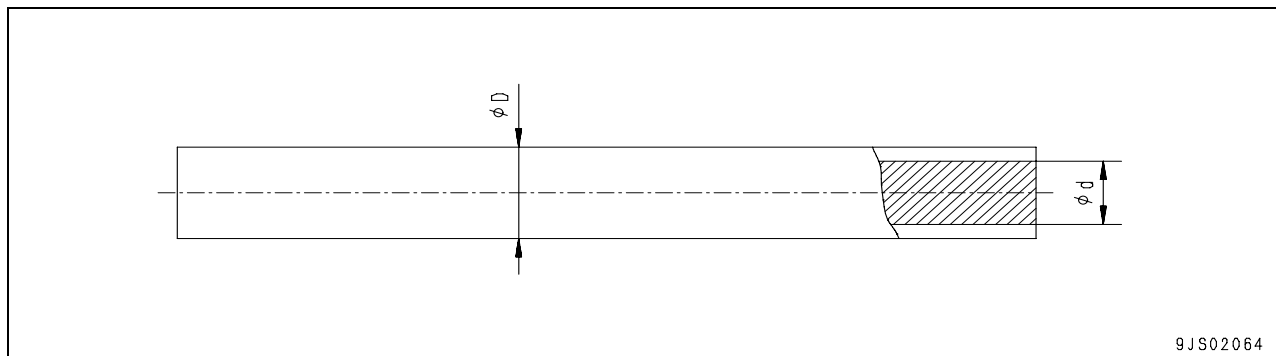
Nominal No.		8	15	20	30	40	50	60	85	100				
Conductor	Number of strands/ Diameter of strand	50/0.45	84/0.45	41/0.80	70/0.80	85/0.80	108/0.80	127/0.80	169/0.80	217/0.80				
	Sectional area (mm <sup>2</sup> )	7.95	13.36	20.61	35.19	42.73	54.29	63.84	84.96	109.1				
	d (Approx.)	3.7	4.8	6.0	8.0	8.6	9.8	10.4	12.0	13.6				
Cover D	AVS	Standard		—		—		—	—	—	—	—		
	AV	Standard		5.5		7.0		8.2	10.8	11.4	13.0	13.6	16.0	17.6
	AEX	Standard		5.3		7.0		8.2	10.8	11.4	13.0	13.6	16.0	17.6
	AVSS	Standard		—		—		—	—	—	—	—	—	—

CAVS

(Table 3)

Nominal No.		0.5	0.85	1.25		
Conductor	Number of strands/ Diameter of strand	7/Compressed circularly		11/Compressed circularly	16/Compressed circularly	
	Sectional area (mm <sup>2</sup> )	0.56		0.88	1.29	
	d (Approx.)	0.9		1.1	1.4	
Cover D	CAVS	Standard		1.7	1.9	2.2

"f" of nominal No. denotes "flexible".



9JS02064

### 3. Color codes table

(Table 4)

Color Code	Color of wire	Color Code	Color of wire
B	Black	LgW	Light green & White
Br	Brown	LgY	Light green & Yellow
BrB	Brown & Black	LR	Blue & Red
BrR	Brown & Red	LW	Blue & White
BrW	Brown & White	LY	Blue & Yellow
BrY	Brown & Yellow	O	Orange
Ch	Charcoal	P	Pink
Dg	Dark green	R	Red
G	Green	RB	Red & Black
GB	Green & Black	RG	Red & Green
GL	Green & Blue	RL	Red & Blue
Gr	Gray	RW	Red & White
GR	Green & Red	RY	Red & Yellow
GW	Green & White	Sb	Sky Blue
GY	Green & Yellow	Y	Yellow
L	Blue	YB	Yellow & Black
LB	Blue & Black	YG	Yellow & Green
Lg	Light green	YL	Yellow & Blue
LgB	Light green & Black	YR	Yellow & Red
LgR	Light green & Red	YW	Yellow & White

Remarks: In a color code consisting of 2 colors, the first color is the color of the background and the second color is the color of the marking.

Example: "GW" means that the background is Green and marking is White.

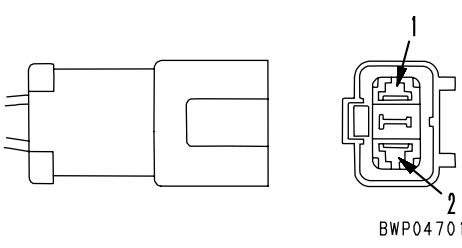
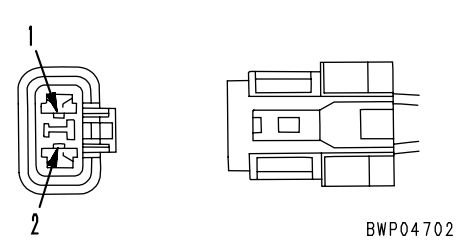
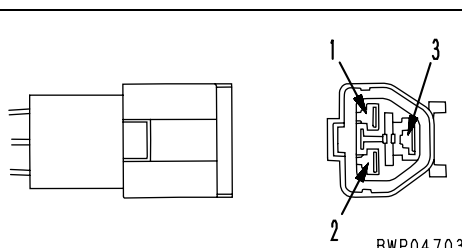
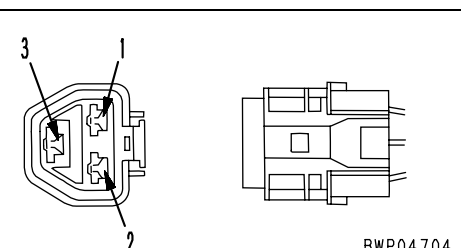
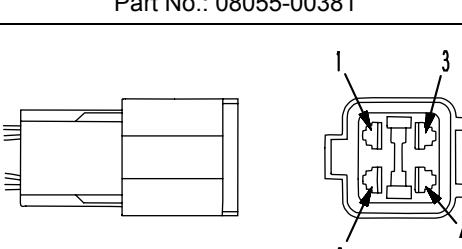
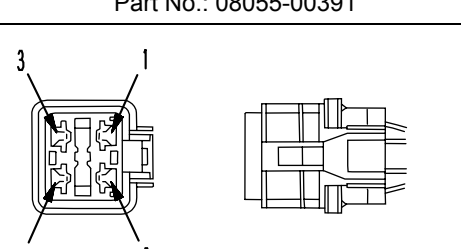
### 4. Types of circuits and color codes

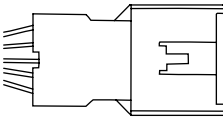
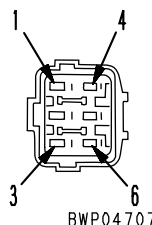
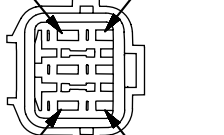
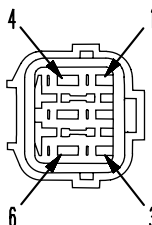
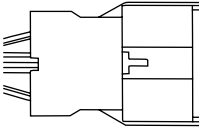
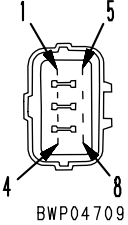
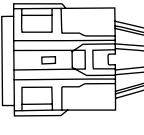
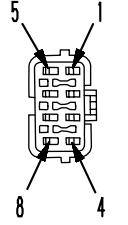
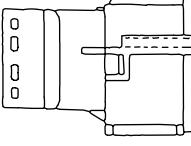
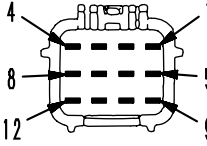
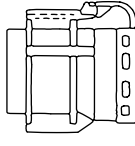
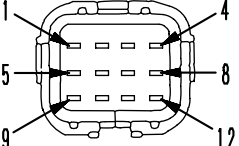
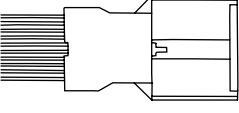
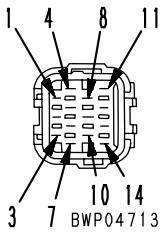
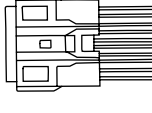
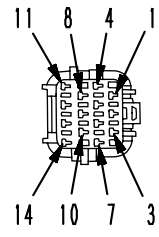
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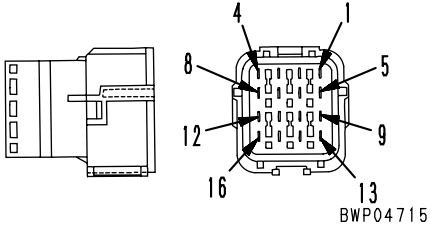
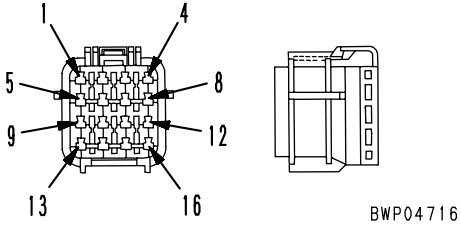
Type of wire		AVS or AV						AEX	
Type of circuit	Charge	R	WG	—	—	—	—	R	—
	Ground	B	—	—	—	—	—	B	—
	Start	R	—	—	—	—	—	R	—
	Light	RW	RB	RY	RG	RL	—	D	—
	Instrument	Y	YR	YB	YG	YL	YW	Y	Gr
	Signal	G	GW	GR	GY	GB	GL	G	Br
	Others	L	LW	LR	LY	LB	—	L	—
		Br	BrW	BrR	BrY	BrB	—	—	—
		Lg	LgR	LgY	LgB	LgW	—	—	—
		O	—	—	—	—	—	—	—
		Gr	—	—	—	—	—	—	—
		P	—	—	—	—	—	—	—
		Sb	—	—	—	—	—	—	—
Dg	—	—	—	—	—	—	—		
Ch	—	—	—	—	—	—	—		

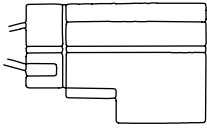
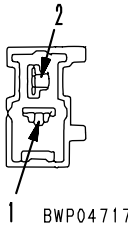

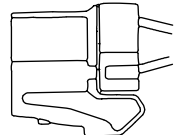
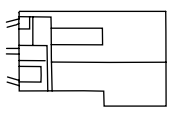
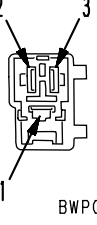

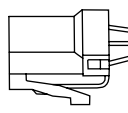
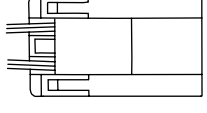
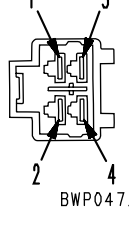
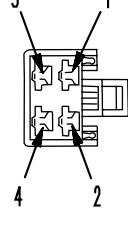
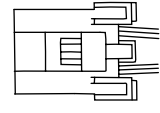
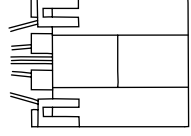
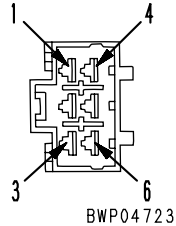
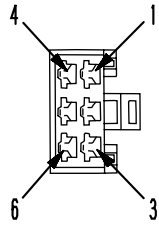
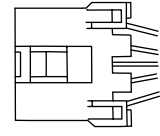
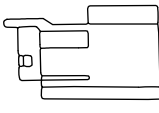
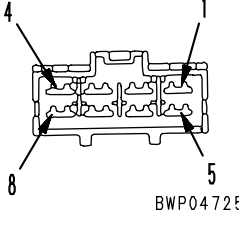
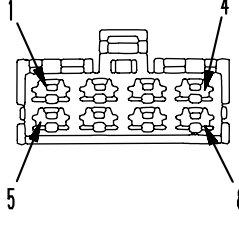
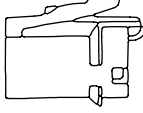
### Connection table for connector pin numbers

★ The terms male and female refer to the pins, while the terms male housing and female housing refer to the mating portion of the housing.

No. of pins	X type connector		
	Male (female housing)	Female (male housing)	T-adapter Part No.
1	Part No.: 08055-00181	Part No.: 08055-00191	799-601-7010
2	 <p>BWP04701</p>	 <p>BWP04702</p>	799-601-7020
	Part No.: 08055-00282	Part No.: 08055-00292	
3	 <p>BWP04703</p>	 <p>BWP04704</p>	799-601-7030
	Part No.: 08055-00381	Part No.: 08055-00391	
4	 <p>BWP04705</p>	 <p>BWP04706</p>	799-601-7040
	Part No.: 08055-00481	Part No.: 08055-00491	
—	Terminal part No.: 79A-222-3370 • Electric wire size: 0.85 • Grommet: Black • Q'ty: 20	Terminal part No.: 79A-222-3390 • Electric wire size: 0.85 • Grommet: Black • Q'ty : 20	—
—	Terminal part No.: 79A-222-3380 • Electric wire size: 2.0 • Grommet: Red • Q'ty: 20	Terminal part No.: 79A-222-3410 • Electric wire size: 2.0 • Grommet: Red • Q'ty: 20	—

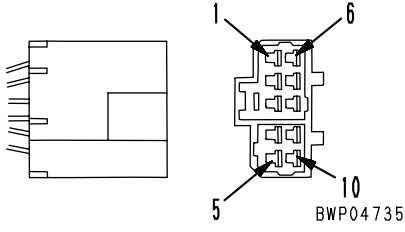
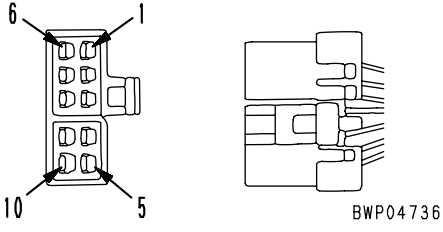
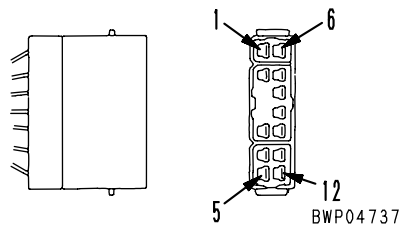
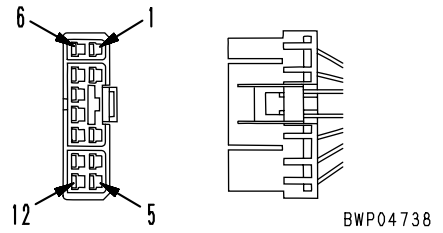
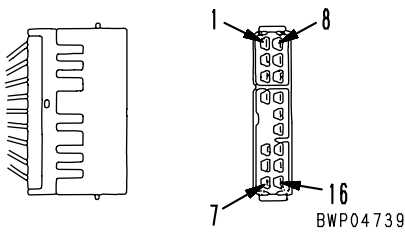
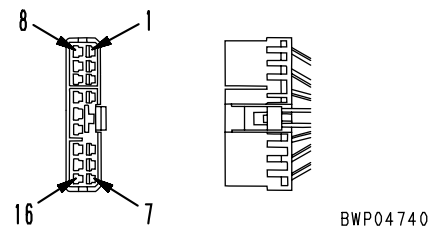
No. of pins	SWP type connector			T-adapter Part No.
	Male (female housing)		Female (male housing)	
6	  <p>BWP04707</p>		  <p>BWP04708</p>	799-601-7050
	Part No.: 08055-10681		Part No.: 08055-10691	
8	  <p>BWP04709</p>		  <p>BWP04710</p>	799-601-7060
	Part No.: 08055-10881		Part No.: 08055-10891	
12	  <p>BWP04711</p>		  <p>BWP04712</p>	799-601-7310
	Part No.: 08055-11281		Part No.: 08055-11291	
14	  <p>BWP04713</p>		  <p>BWP04714</p>	799-601-7070
	Part No.: 08055-11481		Part No.: 08055-11491	

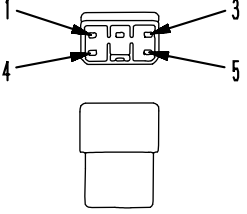
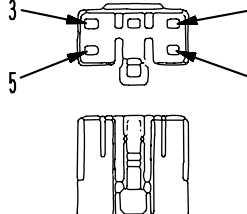
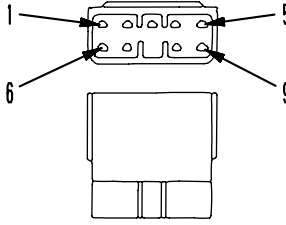
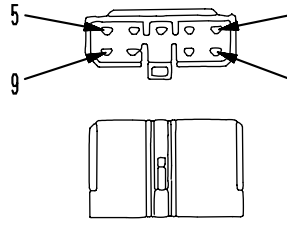
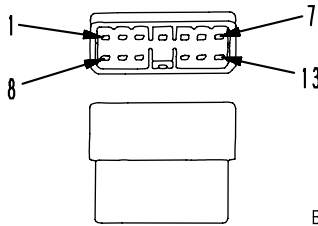
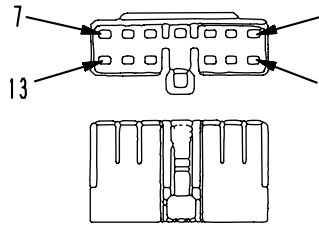
No. of pins	SWP type connector		
	Male (female housing)	Female (male housing)	T-adapter Part No.
16	 <p style="text-align: center;">BWP04715</p>	 <p style="text-align: center;">BWP04716</p>	799-601-7320
	Part No.: 08055-11681	Part No.: 08055-11691	
—	Terminal part No.: • Electric wire size: 0.85 • Grommet: Black • Q'ty: 20	Terminal part No.: • Electric wire size: 0.85 • Grommet: Black • Q'ty: 20	—
—	Terminal part No.: • Electric wire size: 1.25 • Grommet: Red • Q'ty: 20	Terminal part No.: • Electric wire size: 1.25 • Grommet: Red • Q'ty: 20	—

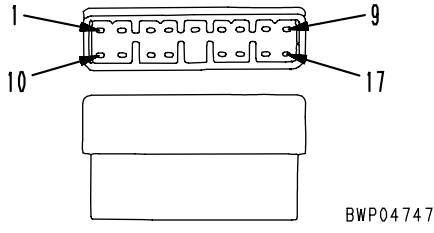
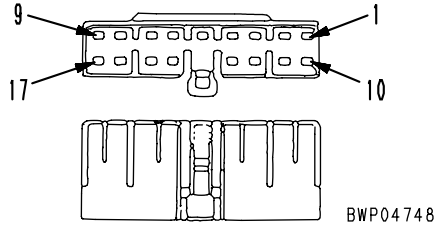
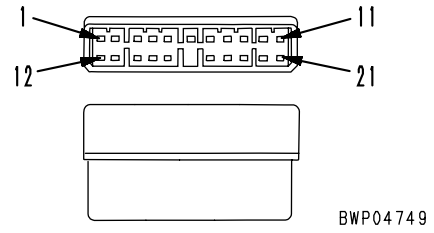
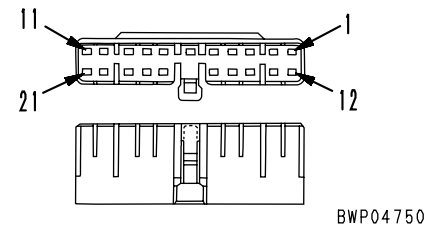
No. of pins	M type connector		
	Male (female housing)	Female (male housing)	T-adapter Part No.
1	Part No.: 08056-00171	Part No.: 08056-00181	799-601-7080
2	  <p>BWP04717</p>	  <p>BWP04718</p>	799-601-7090
	Part No.: 08056-00271	Part No.: 08056-00281	
3	  <p>BWP04719</p>	  <p>BWP04720</p>	799-601-7110
	Part No.: 08056-00371	Part No.: 08056-00381	
4	  <p>BWP04721</p>	  <p>BWP04722</p>	799-601-7120
	Part No.: 08056-00471	Part No.: 08056-00481	
6	  <p>BWP04723</p>	  <p>BWP04724</p>	799-601-7130
	Part No.: 08056-00671	Part No.: 08056-00681	
8	  <p>BWP04725</p>	  <p>BWP04726</p>	799-601-7340
	Part No.: 08056-00871	Part No.: 08056-00881	

No. of pins	S type connector		
	Male (female housing)	Female (male housing)	T-adapter Part No.
8	<p>Part No.: 08056-10871</p>	<p>Part No.: 08056-10881</p>	799-601-7140
10 (White)	<p>Part No.: 08056-11071</p>	<p>Part No.: 08056-11081</p>	799-601-7150
12 (White)	<p>Part No.: 08056-11271</p>	<p>Part No.: 08056-11281</p>	799-601-7350
16 (White)	<p>Part No.: 08056-11671</p>	<p>Part No.: 08056-11681</p>	799-601-7330



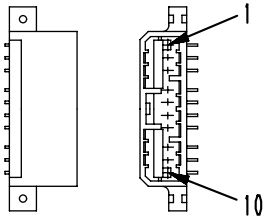
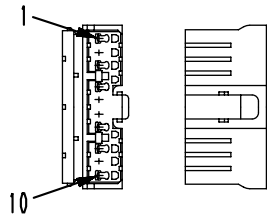
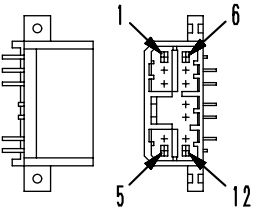
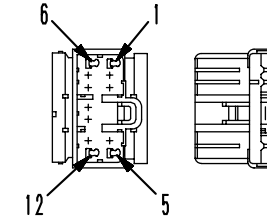
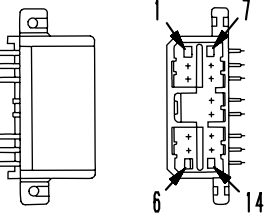
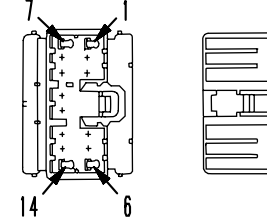
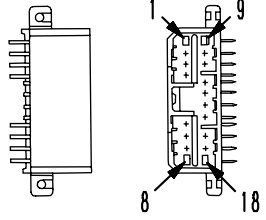
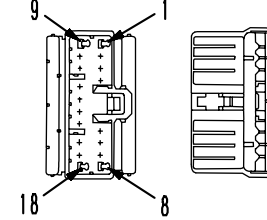
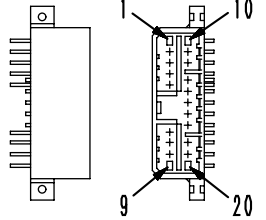
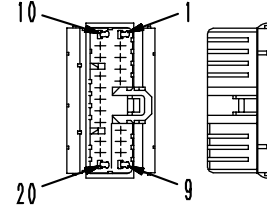
No. of pins	S type connector		
	Male (female housing)	Female (male housing)	T-adapter Part No.
10 (Blue)			—
	—	—	
12 (Blue)			799-601-7160
	Part No.: 08056-11272	Part No.: 08056-11282	
16 (Blue)			799-601-7170
	Part No.: 08056-11672	Part No.: 08056-11682	

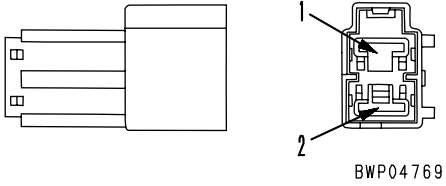
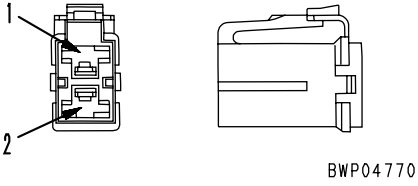
No. of pins	MIC type connector		
	Male (female housing)	Female (male housing)	T-adapter Part No.
7	Body part No.: 79A-222-2640 (Q'ty: 5)	Body part No.: 79A-222-2630 (Q'ty: 5)	—
11	Body part No.: 79A-222-2680 (Q'ty: 5)	Body part No.: 79A-222-2670 (Q'ty: 5)	—
5	 <p>BWP04741</p>	 <p>BWP04742</p>	799-601-2710
	Body part No.: 79A-222-2620 (Q'ty: 5)	Body part No.: 79A-222-2610 (Q'ty: 5)	
9	 <p>BWP04743</p>	 <p>BWP04744</p>	799-601-2950
	Body part No.: 79A-222-2660 (Q'ty: 5)	Body part No.: 79A-222-2650 (Q'ty: 5)	
13	 <p>BWP04745</p>	 <p>BWP04746</p>	799-601-2720
	Body part No.: 79A-222-2710 (Q'ty: 2)	Body part No.: 79A-222-2690 (Q'ty: 2)	

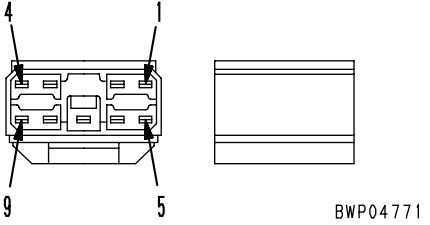
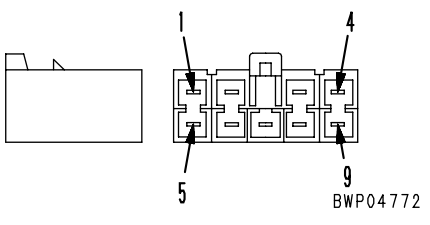
No. of pins	MIC type connector		
	Male (female housing)	Female (male housing)	T-adapter Part No.
17	 <p>BWP04747</p>	 <p>BWP04748</p>	799-601-2730
	Body part No.: 79A-222-2730 (Q'ty: 2)	Body part No.: 79A-222-2720 (Q'ty: 2)	
21	 <p>BWP04749</p>	 <p>BWP04750</p>	799-601-2740
	Body part No.: 79A-222-2750 (Q'ty: 2)	Body part No.: 79A-222-2740 (Q'ty: 2)	
	Terminal part No.: 79A-222-2770 (Q'ty: 50)	Terminal part No.: 79A-222-2760 (Q'ty: 50)	—

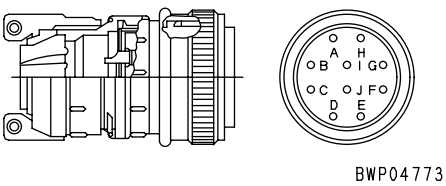
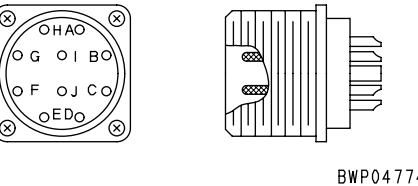
No. of pins	AMP040 type connector		
	Male (female housing)	Female (male housing)	T-adapter Part No.
8	<p>BWP04751</p>	<p>BWP04752</p>	799-601-7180
	—	Housing part No.: 79A-222-3430 (Q'ty: 5)	
12	<p>BWP04753</p>	<p>BWP04754</p>	799-601-7190
	—	Housing part No.: 79A-222-3440 (Q'ty: 5)	
16	<p>BWP04755</p>	<p>BWP04756</p>	799-601-7210
	—	Housing part No.: 79A-222-3450 (Q'ty: 5)	
20	<p>BWP04757</p>	<p>BWP04758</p>	799-601-7220
	—	Housing part No.: 79A-222-3460 (Q'ty: 5)	

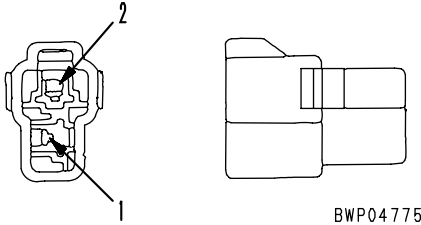
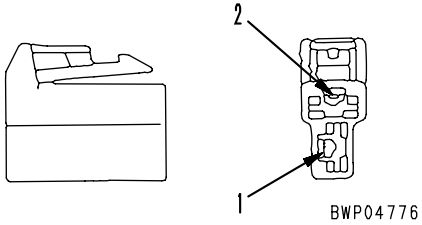
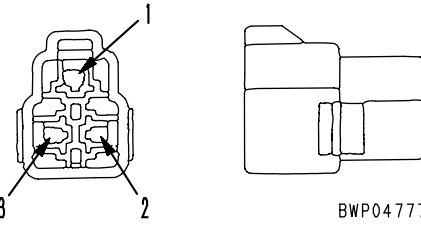
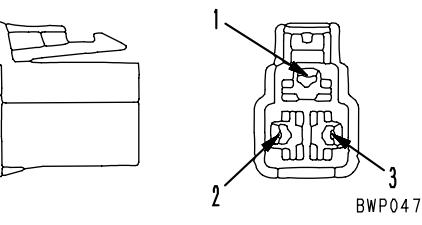
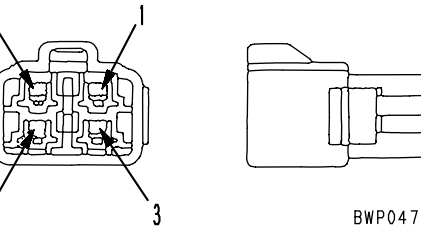
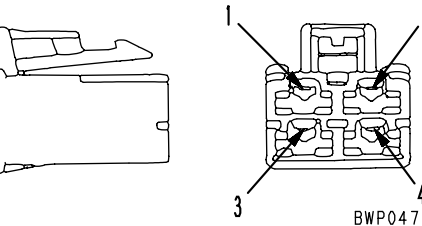
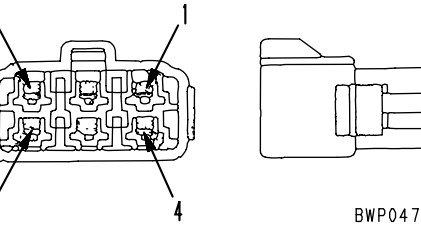
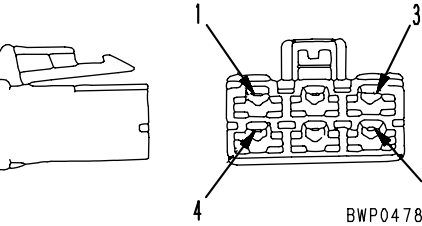
★ Terminal part No.: 79A-222-3470 (No relation with number of pins)

No. of pins	AMP070 type connector		
	Male (female housing)	Female (male housing)	T-adapter Part No.
10	 <p>BWP04759</p>	 <p>BWP04760</p>	799-601-7510
	—	Part No.: 08195-10210	
12	 <p>BWP04761</p>	 <p>BWP04762</p>	799-601-7520
	—	Part No.: 08195-12210	
14	 <p>BWP04763</p>	 <p>BWP04764</p>	799-601-7530
	—	Part No.: 08195-14210	
18	 <p>BWP04765</p>	 <p>BWP04766</p>	799-601-7540
	—	Part No.: 08195-18210	
20	 <p>BWP04767</p>	 <p>BWP04768</p>	799-601-7550
	—	Part No.: 08195-20210	

No. of pins	L type connector		
	Male (female housing)	Female (male housing)	T-adapter Part No.
2	 <p>BWP04769</p>	 <p>BWP04770</p>	—
	—	—	

No. of pins	Connector for PA		
	Male (female housing)	Female (male housing)	T-adapter Part No.
9	 <p>BWP04771</p>	 <p>BWP04772</p>	—
	—	—	

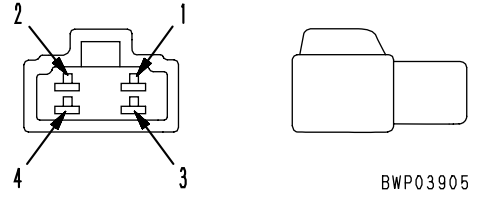
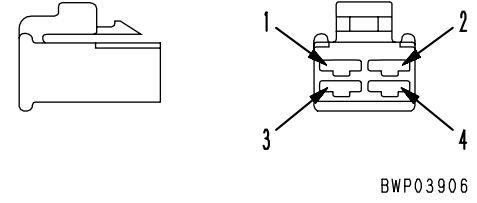
No. of pins	Bendix MS connector		
	Male (female housing)	Female (male housing)	T-adapter Part No.
10	 <p>BWP04773</p>	 <p>BWP04774</p>	799-601-3460
	—	—	

No. of pins	KES 1 (Automobile) connector		
	Male (female housing)	Female (male housing)	T-adapter Part No.
2	 <p>BWP04775</p>	 <p>BWP04776</p>	—
	Part No.: 08027-10210 (Natural color) 08027-10220 (Black)	Part No.: 08027-10260 (Natural color) 08027-10270 (Black)	
3	 <p>BWP04777</p>	 <p>BWP04778</p>	—
	Part No.: 08027-10310	Part No.: 08027-10360	
4	 <p>BWP04779</p>	 <p>BWP04780</p>	—
	Part No.: 08027-10410 (Natural color) 08027-10420 (Black)	Part No.: 08027-10460 (Natural color) 08027-10470 (Black)	
6	 <p>BWP04781</p>	 <p>BWP04782</p>	—
	Part No.: 08027-10610 (Natural color) 08027-10620 (Black)	Part No.: 08027-10660 (Natural color) 08027-10670 (Black)	

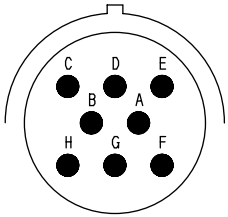
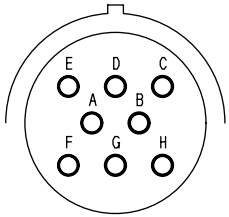
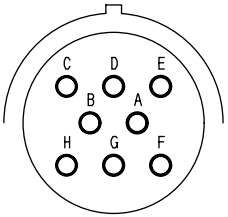
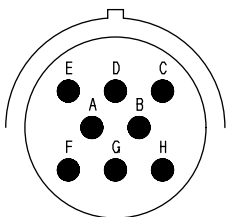
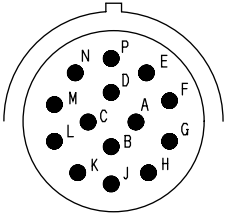
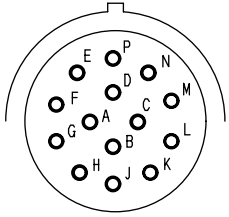
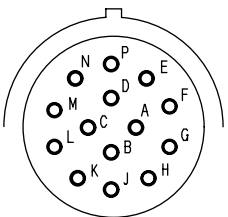
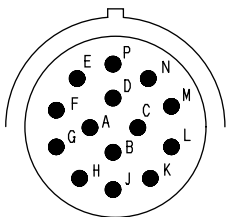
No. of pins	KES 1 (Automobile) connector		
	Male (female housing)	Female (male housing)	T-adapter Part No.
8	<p>Part No.: 08027-10810 (Natural color) 08027-10820 (Black)</p>	<p>Part No.: 08027-10860 (Natural color) 08027-10870 (Black)</p>	—

No. of pins	Connector for relay (Socket type)		
	Male (female housing)	Female (male housing)	T-adapter Part No.
5	<p>—</p>	<p>—</p>	799-601-7360
6	<p>—</p>	<p>—</p>	799-601-7370

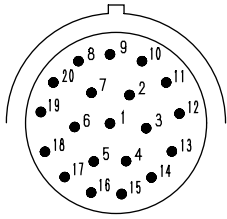
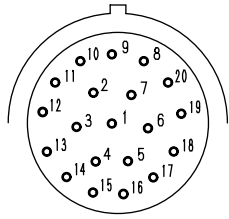
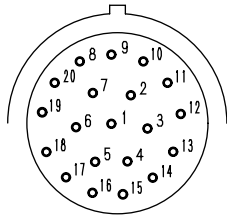
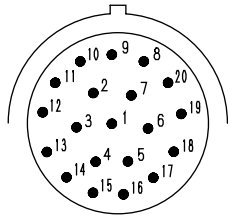
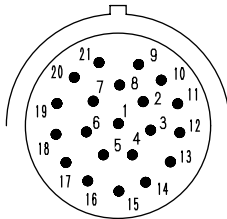
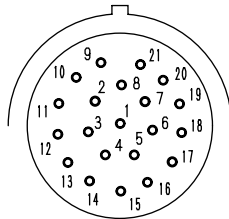
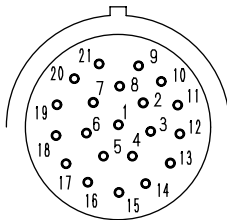
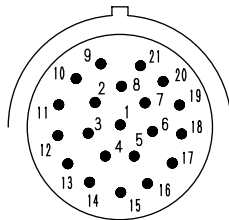


No. of pins	F type connector		
	Male (female housing)	Female (male housing)	T-adapter Part No.
4	 <p style="text-align: center;">BWP03905</p>	 <p style="text-align: center;">BWP03906</p>	—
	—	—	

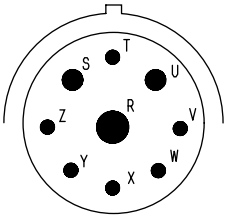
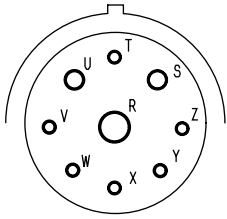
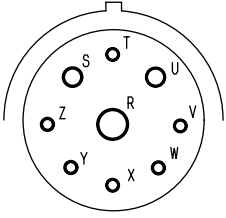
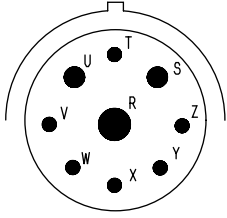
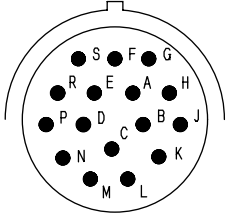
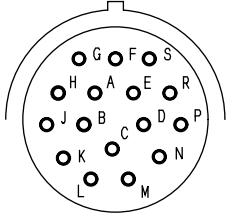
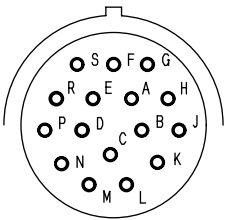
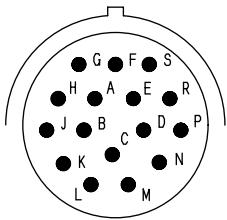
[The pin No. is also marked on the connector (electric wire insertion end)]

Type (shell size code)	HD30 Series connector		
	Body (plug)	Body (receptacle)	T-adapter Part No.
18-8 (1)	Pin (male terminal)	Pin (female terminal)	799-601-9210
	 BWP05001	 BWP05002	
	Part No.: 08191-11201, 08191-11202, 08191-11205, 08191-11206	Part No.: 08191-14101, 08191-14102, 08191-14105, 08191-14106	
	Pin (female terminal)	Pin (male terminal)	799-601-9210
 BWP05003	 BWP05004		
Part No.: 08191-12201, 08191-12202, 08191-12205, 08191-12206	Part No.: 08191-13101, 08191-13102, 08191-13105, 08191-13106		
18-14 (2)	Pin (male terminal)	Pin (female terminal)	799-601-9220
	 BWP05005	 BWP05006	
	Part No.: 08191-21201, 08191-22202, 08191-21205, 08191-22206	Part No.: 08191-24101, 08191-24102, 08191-24105, 08191-24106	
	Pin (female terminal)	Pin (male terminal)	799-601-9220
 BWP05007	 BWP05008		
Part No.: 08191-22201, 08191-22202, 08191-22205, 08191-22206	Part No.: 08191-23101, 08191-23102, 08191-23105, 08191-23106		

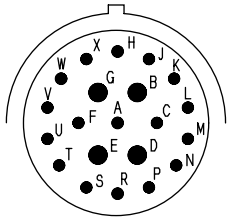
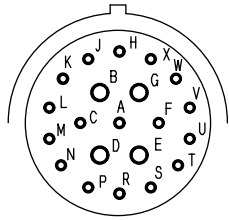
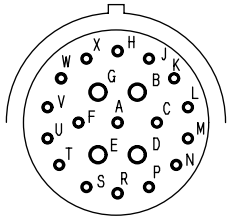
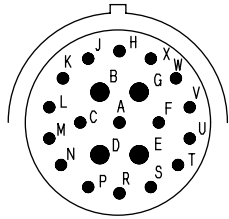
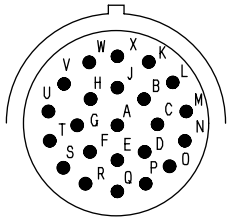
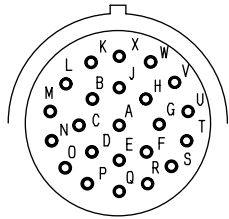
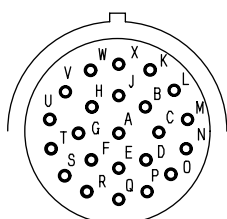
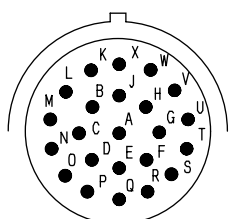
[The pin No. is also marked on the connector (electric wire insertion end)]

Type (shell size code)	HD30 Series connector		
	Body (plug)	Body (receptacle)	T-adapter Part No.
18-20 (3)	Pin (male terminal)	Pin (female terminal)	799-601-9230
	 BWP05009	 BWP05010	
	Part No.:08191-31201, 08191-31202		Part No.:08191-34101, 08191-34102
	Pin (female terminal)	Pin (male terminal)	799-601-9230
 BWP05011	 BWP05012		
Part No.:08191-32201, 08191-32202		Part No.:08191-33101, 08191-33102	
18-21 (4)	Pin (male terminal)	Pin (female terminal)	799-601-9240
	 BWP05013	 BWP05014	
	Part No.:08191-41201, 08191-42202		Part No.:08191-44101, 08191-44102
	Pin (female terminal)	Pin (male terminal)	799-601-9240
 BWP05015	 BWP05016		
Part No.:08191-42201, 08191-42202		Part No.:08191-43101, 08191-43102	

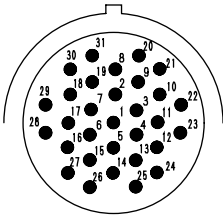
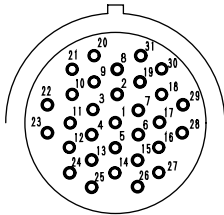
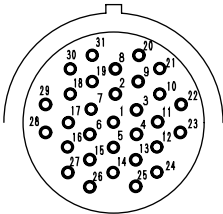
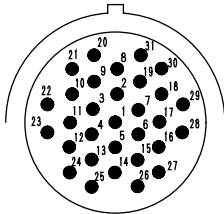
[The pin No. is also marked on the connector (electric wire insertion end)]

Type (shell size code)	HD30 Series connector		
	Body (plug)	Body (receptacle)	T-adapter Part No.
24-9 (5)	Pin (male terminal)	Pin (female terminal)	799-601-9250
	 BWP05017	 BWP05018	
	Part No.:08191-51201, 08191-51202	Part No.:08191-54101, 08191-54102	
	Pin (female terminal)	Pin (male terminal)	799-601-9250
 BWP05019	 BWP05020		
	Part No.:08191-52201, 08191-52202	Part No.:08191-53101, 08191-53102	
24-16 (6)	Pin (male terminal)	Pin (female terminal)	799-601-9260
	 BWP05021	 BWP05022	
	Part No.: 08191-61201, 08191-62202, 08191-61205, 08191-62206	Part No.: 08191-64101, 08191-64102, 08191-64105, 08191-64106	
	Pin (female terminal)	Pin (male terminal)	799-601-9260
 BWP05023	 BWP05024		
	Part No.: 08191-62201, 08191-62202, 08191-62205, 08191-62206	Part No.: 08191-63101, 08191-63102, 08191-63105, 08191-63106	

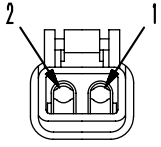
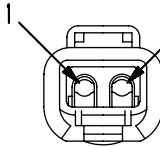
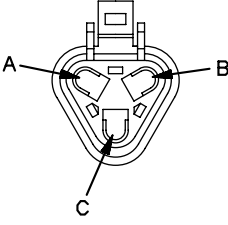
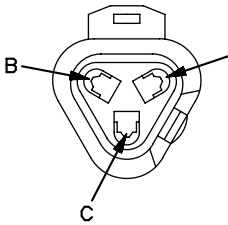
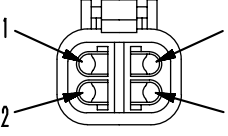
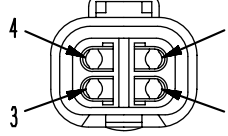
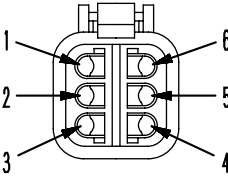
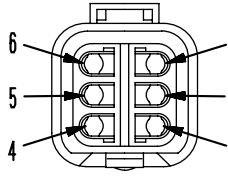
[The pin No. is also marked on the connector (electric wire insertion end)]

Type (shell size code)	HD30 Series connector		
	Body (plug)	Body (receptacle)	T-adapter Part No.
24-21 (7)	Pin (male terminal)	Pin (female terminal)	799-601-9270
	 BWP05025	 BWP05026	
	Part No.: 08191-71201, 08191-71202, 08191-71205, 08191-71206	Part No.: 08191-74101, 08191-74102, 08191-74105, 08191-74106	
	Pin (female terminal)	Pin (male terminal)	799-601-9270
	 BWP05027	 BWP05028	
	Part No.: 08191-72201, 08191-72202, 08191-72205, 08191-72206	Part No.: 08191-73101, 08191-73102, 08191-73105, 08191-73106	
24-23 (8)	Pin (male terminal)	Pin (female terminal)	799-601-9280
	 BWP05029	 BWP05030	
	Part No.: 08191-81201, 08191-81202 08191-81203, 08191-81204 08191-81205, 08191-80206	Part No.: 08191-84101, 08191-84102 08191-84103, 08191-84104 08191-84105, 08191-84106	
	Pin (female terminal)	Pin (male terminal)	799-601-9280
	 BWP05031	 BWP05032	
	Part No.: 08191-82201, 08191-82202 08191-82203, 08191-82204 08191-82205, 08191-82206	Part No.: 08191-83101, 08191-83102 08191-83103, 08191-83104 08191-83105, 08191-83106	

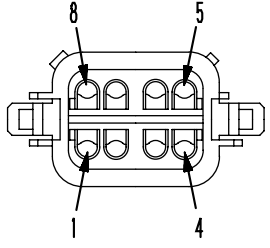
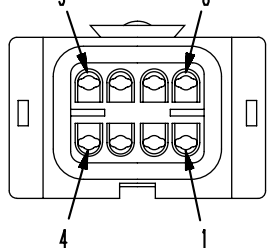
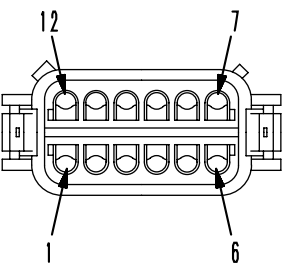
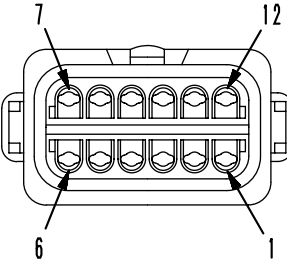
[The pin No. is also marked on the connector (electric wire insertion end)]

Type (shell size code)	HD30 Series connector		
	Body (plug)	Body (receptacle)	T-adapter Part No.
24-31 (9)	Pin (male terminal)	Pin (female terminal)	799-601-9290
	 <p style="text-align: right;">BWP05033</p>	 <p style="text-align: right;">BWP05034</p>	
	Part No.: 08191-91203, 08191-91204, 08191-91205, 08191-91206	Part No.: 08191-94103, 08191-94104, 08191-94105, 08191-94106	
	Pin (female terminal)	Pin (male terminal)	799-601-9290
 <p style="text-align: right;">BWP05035</p>	 <p style="text-align: right;">BWP05036</p>		
	Part No.: 08191-92203, 08191-92204, 08191-92205, 08191-92206	Part No.: 08191-93103, 08191-93104, 08191-93105, 08191-93106	

[The pin No. is also marked on the connector (electric wire insertion end)]

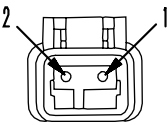
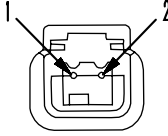
No. of pins	DT Series connector		
	Body (plug)	Body (receptacle)	T-adapter Part No.
2	 <p style="text-align: center;">BWP05037</p>	 <p style="text-align: center;">BWP05038</p>	799-601-9020
	Part No.: 08192-12200 (normal type) 08192-22200 (fine wire type)	Part No.: 08192-12100 (normal type) 08192-22100 (fine wire type)	
3	 <p style="text-align: center;">BWP05039</p>	 <p style="text-align: center;">BWP05040</p>	799-601-9030
	Part No.: 08192-13200 (normal type) 08192-23200 (fine wire type)	Part No.: 08192-13100 (normal type) 08192-23100 (fine wire type)	
4	 <p style="text-align: center;">BWP05041</p>	 <p style="text-align: center;">BWP05042</p>	799-601-9040
	Part No.: 08192-14200 (normal type) 08192-24200 (fine wire type)	Part No.: 08192-14100 (normal type) 08192-24100 (fine wire type)	
6	 <p style="text-align: center;">BWP05043</p>	 <p style="text-align: center;">BWP05044</p>	799-601-9050
	Part No.: 08192-16200 (normal type) 08192-26200 (fine wire type)	Part No.: 08192-16100 (normal type) 08192-26100 (fine wire type)	

[The pin No. is also marked on the connector (electric wire insertion end)]

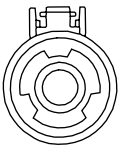

No. of pins	DT Series connector		
	Body (plug)	Body (receptacle)	T-adapter Part No.
8	 <p style="text-align: center;">BWP05045</p>	 <p style="text-align: center;">BWP05046</p>	8GR: 799-601-9060 8B: 799-601-9070 8G: 799-601-9080 8BR: 799-601-9090
	Part No.: 08192-1820□ (normal type) 08192-2820□ (fine wire type)	Part No.: 08192-1810□ (normal type) 08192-2810□ (fine wire type)	
12	 <p style="text-align: center;">BWP05047</p>	 <p style="text-align: center;">BWP05048</p>	12GR: 799-601-9110 12B: 799-601-9120 12G: 799-601-9130 12BR: 799-601-9140
	Part No.: 08192-1920□ (normal type) 08192-2920□ (fine wire type)	Part No.: 08192-1910□ (normal type) 08192-2910□ (fine wire type)	



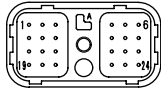
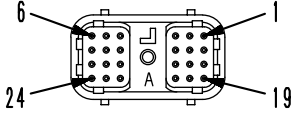
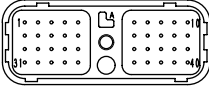
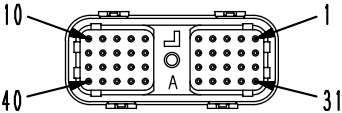
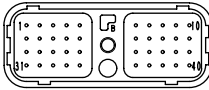
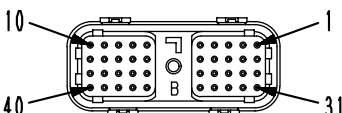
[The pin No. is also marked on the connector (electric wire insertion end)]

No. of pins	DTM Series connector		
	Body (plug)	Body (receptacle)	T-adapter Part No.
2	 BWP05049 Part No.: 08192-02200	 BWP05050 Part No.: 08192-02100	799-601-9010

[The pin No. is also marked on the connector (electric wire insertion end)]

No. of pins	DTHD Series connector		
	Body (plug)	Body (receptacle)	T-adapter Part No.
2	 BWP05051 Part No.: 08192-31200 (Contact size#12) 08192-41200 (Contact size #8) 08192-51200 (Contact size #4)	 BWP05052 Part No.: 08192-31100 (Contact size#12) 08192-41100 (Contact size #8) 08192-51100 (Contact size #4)	—

[The pin No. is also marked on the connector (electric wire insertion end)]

No. of pins	DRC26 Series connector		
	Body (plug)	Body (receptacle)	T-adapter Part No.
24	 <p>BJD12722</p>	 <p>BJD12723</p>	799-601-9360
	—	Part No.:7821-93-3110	
40 (A)	 <p>BJD12724</p>	 <p>BJD12725</p>	799-601-9350
	—	Part No.:7821-93-3120	
40 (B)	 <p>BJD12726</p>	 <p>BJD12727</p>	799-601-9350
	—	Part No.:7821-93-3130	







PC290LC, 290NLC-8 Hydraulic excavator

Form No. UEN00018-00

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# HYDRAULIC EXCAVATOR

## PC290LC-8 PC290NLC-8

### Machine model      Serial number

PC290LC-8	K50001 and up
PC290NLC-8	K50001 and up

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## 40 Troubleshooting

### Troubleshooting by failure code (Display of code), Part 1

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## Troubleshooting by failure code (Display of code), Part 1

### Failure codes table

User code	Failure code	Trouble (Displayed on screen)	Alarm buzzer	Device in charge	Category of history
	989L00	Engine Controller Lock Caution 1		MON	Electrical system
	989M00	Engine Controller Lock Caution 2		MON	Electrical system
	989N00	Engine Controller Lock Caution 3		MON	Electrical system
	AA10NX	Air Cleaner Clogging		MON	Mechanical system
	AB00KE	Charge Voltage Low		MON	Mechanical system
	B@BAZG	Eng Oil Press. Low	▲	ENG	Mechanical system
	B@BAZK	Eng Oil Level Low		MON	Mechanical system
	B@BCNS	Eng Water Overheat	▲	ENG	Mechanical system
	B@BCZK	Eng Water Level Low	▲	MON	Mechanical system
	B@HANS	Hydr Oil Overheat	▲	PUMP	Mechanical system
E10	CA111	EMC Critical Internal Failure	●	ENG	Electrical system
E10	CA115	Eng Ne and Bkup Speed Sens Error	●	ENG	Electrical system
E11	CA122	Chg Air Press Sensor High Error	●	ENG	Electrical system
E11	CA123	Chg Air Press Sensor Low Error	●	ENG	Electrical system
E14	CA131	Throttle Sensor High Error	●	ENG	Electrical system
E14	CA132	Throttle Sensor Low Error	●	ENG	Electrical system
E15	CA144	Coolant Temp Sens High Error	●	ENG	Electrical system
E15	CA145	Coolant Temp Sens Low Error	●	ENG	Electrical system
E15	CA153	Chg Air Temp Sensor High Error	●	ENG	Electrical system
E15	CA154	Chg Air Temp Sensor Low Error	●	ENG	Electrical system
E11	CA155	Chg Air Temp High Speed Derate	●	ENG	Electrical system
E15	CA187	Sens Supply 2 Volt Low Error	●	ENG	Electrical system
E11	CA221	Ambient Press Sens High Error	●	ENG	Electrical system
E11	CA222	Ambient Press Sens Low Error	●	ENG	Electrical system

User code	Failure code	Trouble (Displayed on screen)	Alarm buzzer	Device in charge	Category of history
E15	CA227	Sens Supply 2 Volt High Error	●	ENG	Electrical system
	CA234	Eng Overspeed		ENG	Mechanical system
E15	CA238	Ne Speed Sens Supply Volt Error	●	ENG	Electrical system
E10	CA271	IMV/PCV1 Short Error	●	ENG	Electrical system
E10	CA272	IMV/PCV1 Open Error	●	ENG	Electrical system
E11	CA322	Inj #1 (L#1) Open/Short Error	●	ENG	Electrical system
E11	CA323	Inj #5 (L#5) Open/Short Error	●	ENG	Electrical system
E11	CA324	Inj #3 (L#3) Open/Short Error	●	ENG	Electrical system
E11	CA325	Inj #6 (L#6) Open/Short Error	●	ENG	Electrical system
E11	CA331	Inj #2 (L#2) Open/Short Error	●	ENG	Electrical system
E11	CA332	Inj #4 (L#4) Open/Short Error	●	ENG	Electrical system
E10	CA342	Calibration Code Incompatibility	●	ENG	Electrical system
E10	CA351	Injectors Drive Circuit Error	●	ENG	Electrical system
E15	CA352	Sens Supply 1 Volt Low Error	●	ENG	Electrical system
E15	CA386	Sens Supply 1 Volt High Error	●	ENG	Electrical system
E15	CA428	Water in Fuel Sensor High Error	●	ENG	Electrical system
E15	CA429	Water in Fuel Sensor Low Error	●	ENG	Electrical system
E15	CA435	Eng Oil Press Sw Error	●	ENG	Electrical system
E10	CA441	Battery Voltage Low Error	●	ENG	Electrical system
E10	CA442	Battery Voltage High Error	●	ENG	Electrical system
E11	CA449	Rail Press Very High Error	●	ENG	Electrical system
E11	CA451	Rail Press Sensor High Error	●	ENG	Electrical system
E11	CA452	Rail Press Sensor Low Error	●	ENG	Electrical system
E11	CA488	Chg Air Temp High Torque Derate	●	ENG	Electrical system
E15	CA553	Rail Press High Error	●	ENG	Electrical system

User code	Failure code	Trouble (Displayed on screen)	Alarm buzzer	Device in charge	Category of history
E15	CA559	Rail Press Low Error	●	ENG	Electrical system
E15	CA689	Eng Ne Speed Sensor Error	●	ENG	Electrical system
E15	CA731	Eng Bkup Speed Sens Phase Error	●	ENG	Electrical system
E10	CA757	All Continuous Data Lost Error	●	ENG	Electrical system
E15	CA778	Eng Bkup Speed Sensor Error	●	ENG	Electrical system
E0E	CA1633	KOMNET Datalink Timeout Error	●	ENG	Electrical system
E14	CA2185	Throt Sens Sup Volt High Error	●	ENG	Electrical system
E14	CA2186	Throt Sens Sup Volt Low Error	●	ENG	Electrical system
E11	CA2249	Rail Press Very Low Error	●	ENG	Electrical system
E11	CA2311	IMV Solenoid Error	●	ENG	Electrical system
E15	CA2555	Grid Htr Relay Volt High Error	●	ENG	Electrical system
E15	CA2556	Grid Htr Relay Volt Low Error	●	ENG	Electrical system
E01	D19JKZ	Personal Code Relay Abnormality	●	MON2	Electrical system
	D862KA	GPS Antenna Discon		MON2	Electrical system
	DA25KP	5V Sensor 1 Power Abnormality		PUMP	Electrical system
	DA29KQ	Model Selection Abnormality		PUMP	Electrical system
E0E	DA2RMC	CAN Discon (Pump Con Detected)	●	PUMP	Electrical system
	DAFGMC	GPS Module Error		MON2	Electrical system
E0E	DAFRMC	CAN Discon (Monitor Detected)	●	MON	Electrical system
	DGH2KB	Hydr Oil Sensor Short		PUMP	Electrical system
	DHPAMA	F Pump Press Sensor Abnormality		PUMP	Electrical system
	DHPBMA	R Pump Press Sensor Abnormality		PUMP	Electrical system
	DHS3MA	Arm Curl PPC Press Sensor Abnormality		PUMP	Electrical system
	DHS4MA	Bucket Curl PPC Press Sensor Abnormality		PUMP	Electrical system
	DHS8MA	Boom Raise PPC Press Sensor Abnormality		PUMP	Electrical system

User code	Failure code	Trouble (Displayed on screen)	Alarm buzzer	Device in charge	Category of history
	DHSAMA	Swing RH PPC Press Sensor Abnormality		PUMP	Electrical system
	DHSBMA	Swing LH PPC Press Sensor Abnormality		PUMP	Electrical system
	DHSDMA	Bucket Dump PPC Press Sensor Abnormality		PUMP	Electrical system
	DHX1MA	Overload Sensor Abnormality (Analog)		PUMP	Electrical system
	DW43KA	Travel Speed Sol Discon		PUMP	Electrical system
	DW43KB	Travel Speed Sol Short		PUMP	Electrical system
E03	DW45KA	Swing Brake Sol Discon	●	PUMP	Electrical system
E03	DW45KB	Swing Brake Sol Short	●	PUMP	Electrical system
	DW91KA	Travel Junction Sol Discon		PUMP	Electrical system
	DW91KB	Travel Junction Sol Short		PUMP	Electrical system
	DWA2KA	Service Sol Discon		PUMP	Electrical system
	DWA2KB	Service Sol Short		PUMP	Electrical system
	DWK0KA	2-stage Relief Sol Discon		PUMP	Electrical system
	DWK0KB	2-stage Relief Sol Short		PUMP	Electrical system
E02	DXA8KA	PC-EPC (F) Sol Discon	●	PUMP	Electrical system
E02	DXA8KB	PC-EPC (F) Sol Short	●	PUMP	Electrical system
E02	DXA9KA	PC-EPC (R) Sol Discon	●	PUMP	Electrical system
E02	DXA9KB	PC-EPC (R) Sol Short	●	PUMP	Electrical system
	DXE0KA	LS-EPC Sol Discon		PUMP	Electrical system
	DXE0KB	LS-EPC Sol Short		PUMP	Electrical system
	DXE4KA	Service Current EPC Discon		PUMP	Electrical system
	DXE4KB	Service Current EPC Short		PUMP	Electrical system
	DXE5KA	Merge-divider Main Sol Discon		PUMP	Electrical system
	DXE5KB	Merge-divider Main Sol Short		PUMP	Electrical system
	DXE6KA	Merge-divider LS Sol Discon		PUMP	Electrical system

User code	Failure code	Trouble (Displayed on screen)	Alarm buzzer	Device in charge	Category of history
	DXE6KB	Merge-divider LS Sol Short		PUMP	Electrical system
	DY20KA	Wiper Working Abnormality		PUMP	Electrical system
	DY20MA	Wiper Parking Abnormality		PUMP	Electrical system
	DY2CKA	Washer Drive Discon		PUMP	Electrical system
	DY2CKB	Washer Drive Short		PUMP	Electrical system
	DY2DKB	Wiper Drive (For) Short		PUMP	Electrical system
	DY2EKB	Wiper Drive (Rev) Short		PUMP	Electrical system

- ★ This failure codes table is the same as that in Testing and adjusting, Special functions of machine monitor.

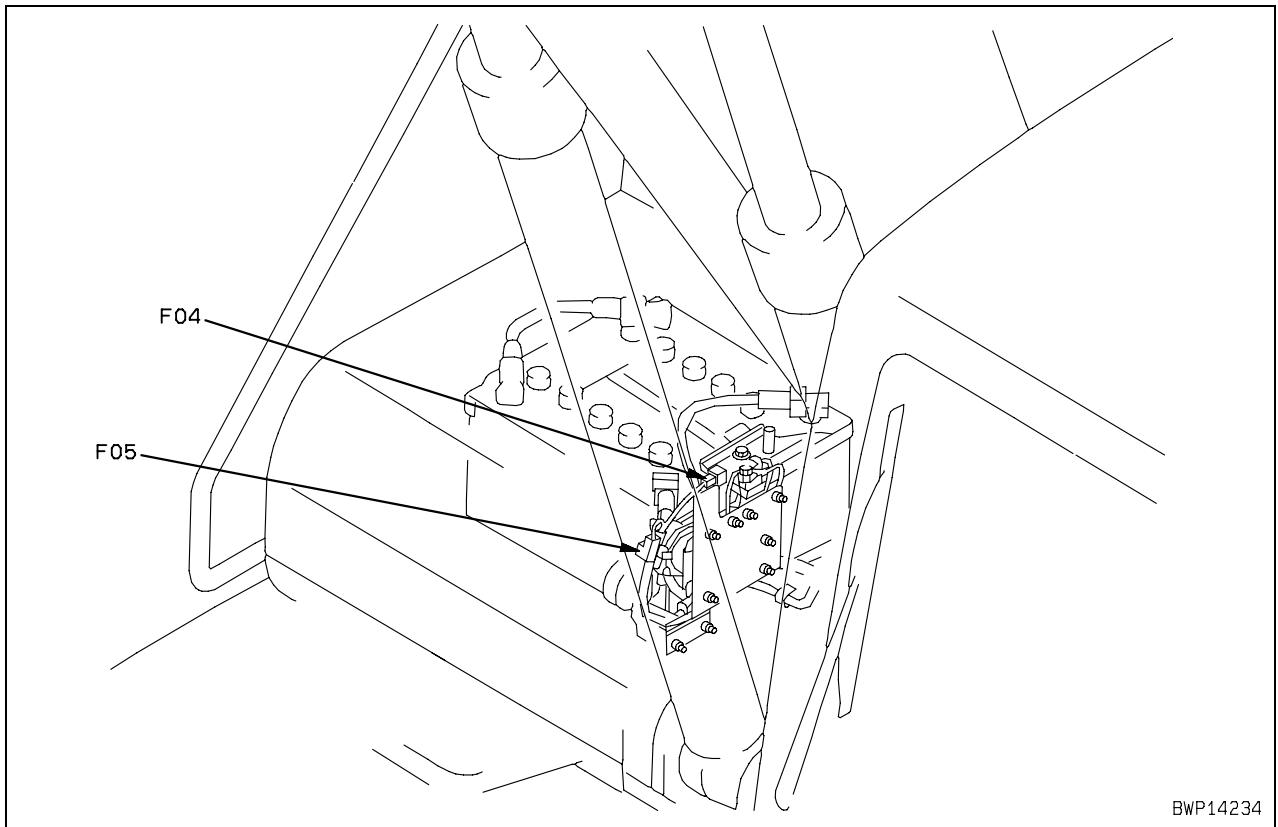
## Before carrying out troubleshooting when failure code is displayed

### Connection table of fuse box

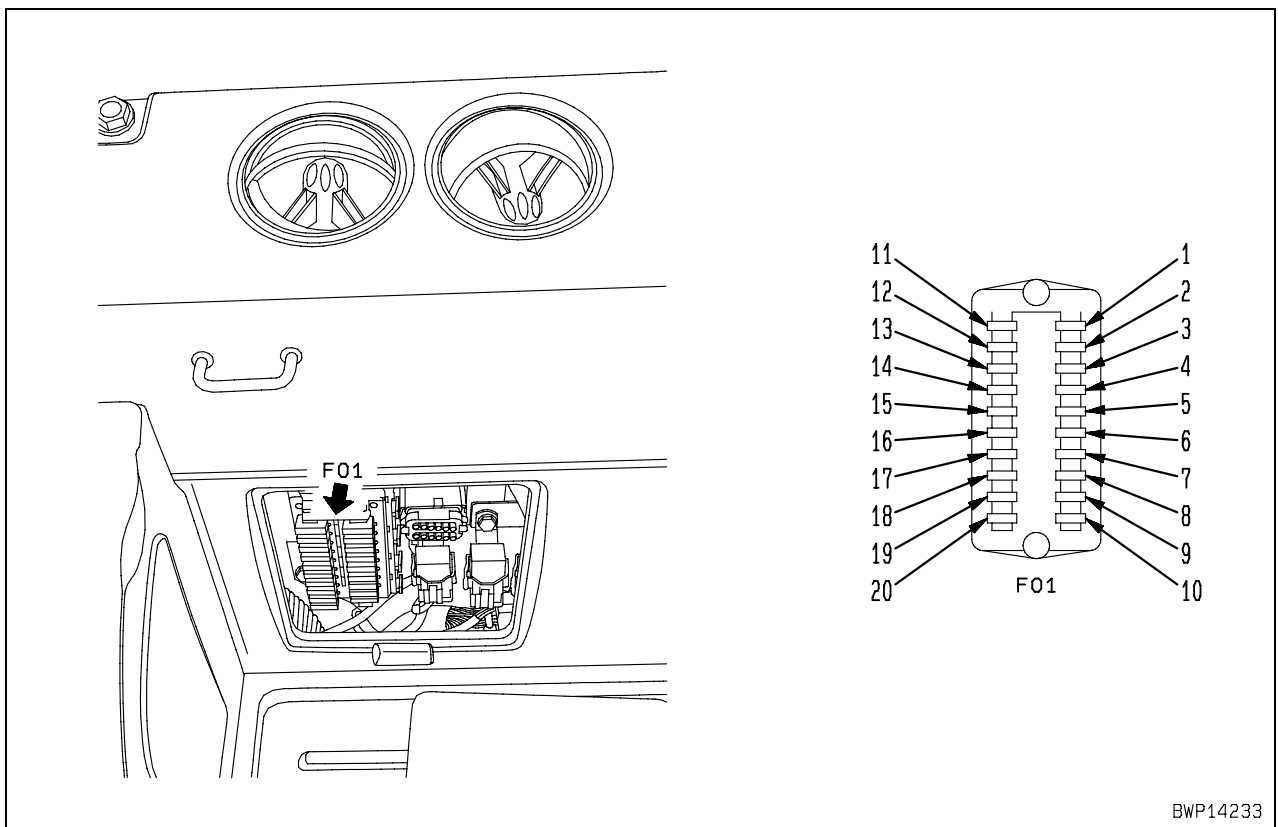
- ★ This connection table shows the devices to which each power supply of the fuse box supplies power (A switch power supply is a device which supplies power while the starting switch is in the ON position and a constant power supply is a device which supplies power while the starting switch is in the OFF and ON positions).
- ★ When carrying out troubleshooting related to the electrical system, you should check the fuses and fusible links to see if the power is supplied normally.

Type of power supply	Fusible link	Fuse No.	Fuse capacity	Destination of power
Switch power supply	F04 (60 A)	1	10 A	Lamp relay, rear lamp relay, cab lamp relay
				PC-EPC (F) solenoid valve, PC-EPC (R) solenoid valve [When pump drive switch is operated in emergency]
				Swing holding brake solenoid valve [When swing holding brake release switch is operated]
		2	30 A	Pump controller (Solenoid power supply)
		3	10 A	PPC oil pressure lock solenoid valve
				Starting motor cut-out relay (PPC lock)
				Starting motor cut-out relay (Personal code)
		4	10 A	Cigarette lighter
Windshield washer motor				
5	10 A	Horn relay, horn		
Switch power supply	F04 (60 A)	6	10 A	Lower wiper
		7	10 A	Rotary lamp
		8	25 A	Work lamps (front,boom)
		9	10 A	Radio
				Left knob switch (pump controller input)
10	10 A	Refuel pump		
Switch power supply	F04 (60 A)	11	20 A	Air conditioner unit
				Air conditioner compressor electromagnetic clutch
		12	20 A	Rear working lamp
		13	20 A	Working lamp relay, cab lamp
		14	10 A	Optional power supply (1)
Travel alarm, heated seat, 12v power supply				
Constant power supply	F05 (30 A)	16	10 A	Radio (backup power supply)
				Room lamp
		17	20 A	Starting switch
				Machine monitor
				Pump controller
18	10 A	(Spare)		
19	30 A	Engine controller		
Switch power supply	Starting switch ACC	20	5 A	Engine controller (ACC signal)

Locations of fusible links

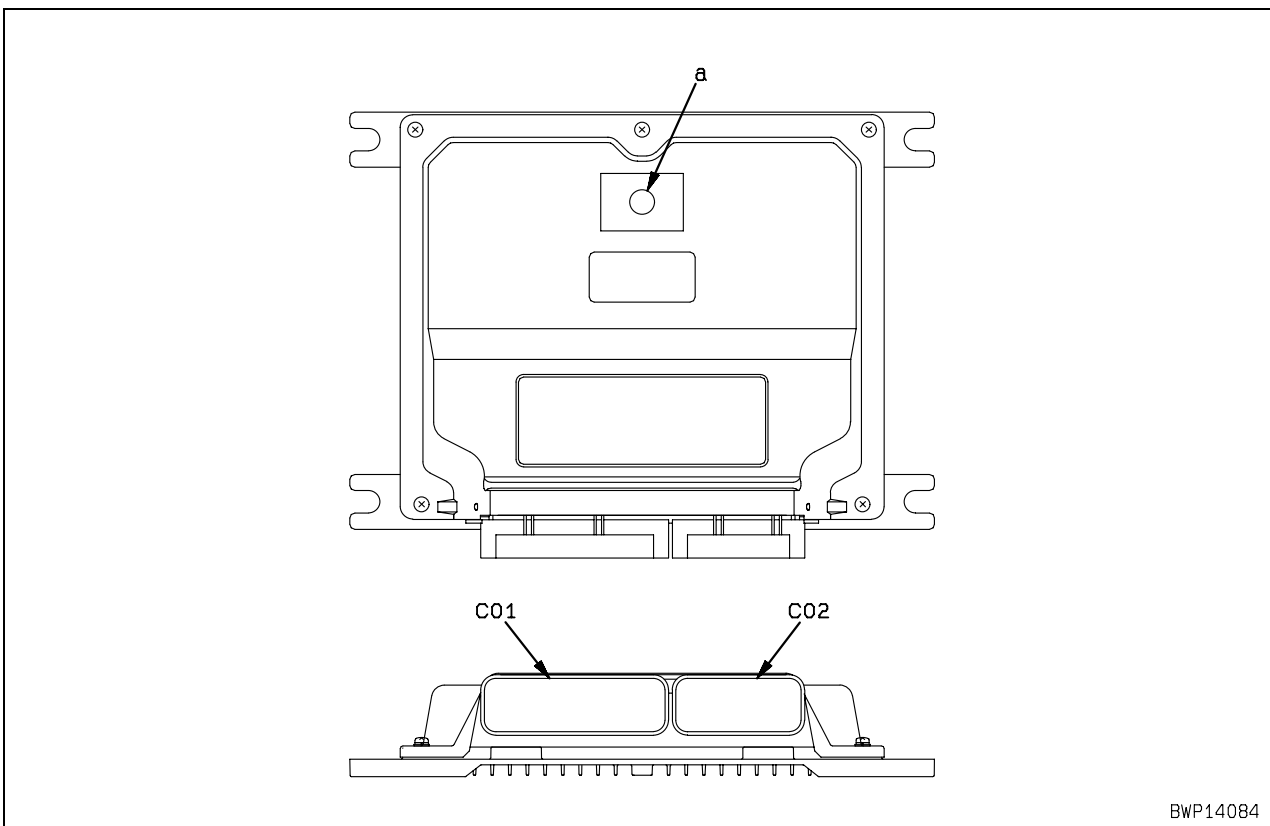


Location of fuse box and fuse Nos.



**Troubles that occur when power supply of pump controller is defective**

- ★ The controller power supply (F01-17) of the pump controller drives the controller system. Accordingly, if it is turned off, the controller cannot control the system and the troubles shown below occur simultaneously (The following is an example of the troubles).
  - The working mode cannot be changed.
  - The auto-decelerator does not work or is not reset.
  - The travel speed does not change.
  - The power maximizing function does not work.
  - The swing holding brake cannot be reset automatically.
  - The machine deviates during travel.
- ★ If the above problems occur, check the related fuse (F01-17) and "green LED" of the pump controller to see if the power is supplied normally.
  - Lighting: The controller power is supplied (There is not an error and the power supply is normal).
  - Flashing: The controller power is supplied (There is an error).
  - Put out: The controller power is not supplied.
- ★ Green LED of pump controller (a)

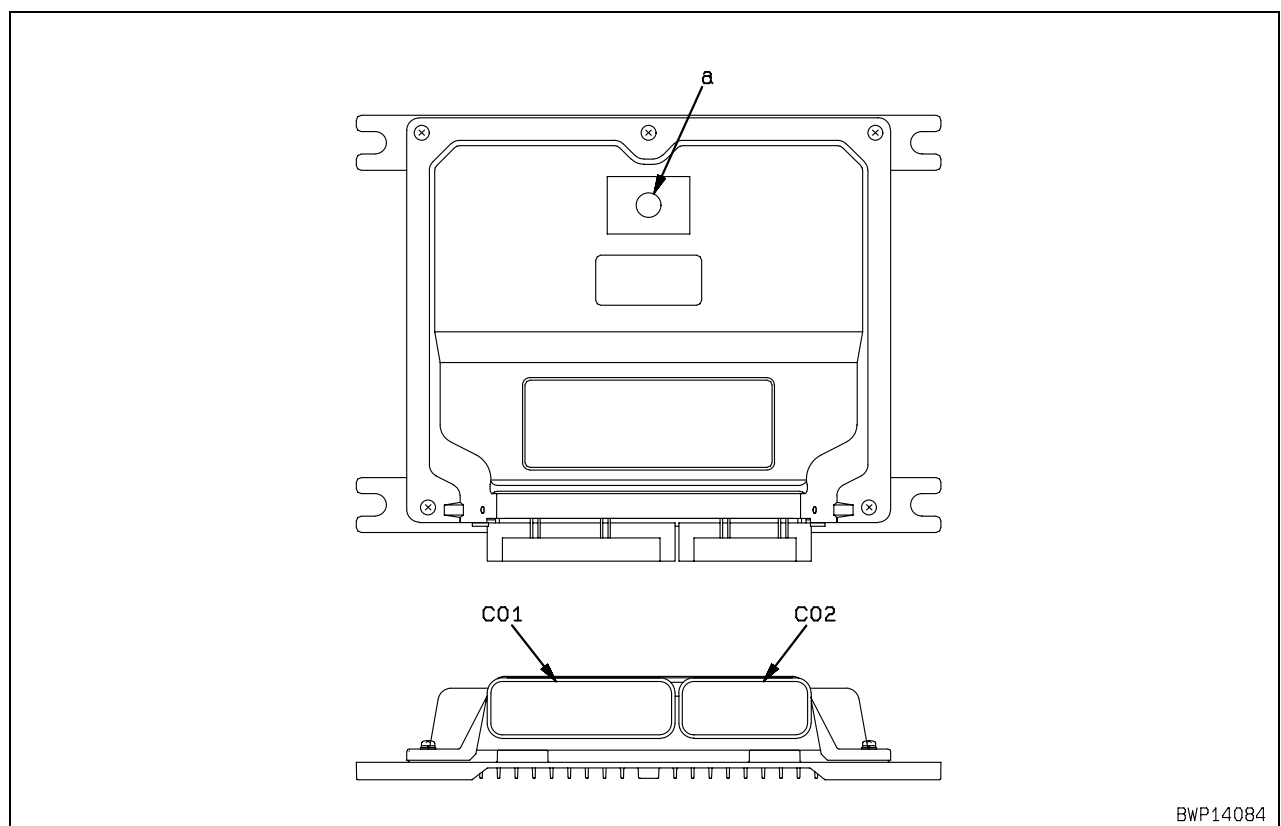


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### Troubles that occur when power supply of pump controller is defective

- ★ The solenoid power supply (F01-2) of the pump controller is used by the controller to drive the solenoids and relays. Accordingly, if the solenoid power supply is turned off, when the controller outputs the power to the solenoids or relays, the power is not supplied to any of the solenoids and relays and all or some of the following failure codes are displayed simultaneously.
  - [DW43KA], [DW43KB]: Travel speed solenoid system
  - [DW45KA], [DW45KB]: Swing holding brake solenoid system
  - [DW4WKA], [DW4WKB]: Bucket dump prohibit solenoid system
  - [DW91KA], [DW91KB]: Travel junction solenoid system
  - [DWA2KA], [DWA2KB]: Service solenoid system
  - [DWK0KA], [DWK0KB]: 2-stage relief solenoid system
  - [DXA8KA], [DXA8KB]: PC-EPC (F) solenoid system
  - [DXA9KA], [DXA9KB]: PC-EPC (R) solenoid system
  - [DXE0KA], [DXE0KB]: LS-EPC solenoid system
  - [DXE4KA], [DXE4KB]: Service current EPC system (if attachment is installed)
  - [DXE5KA], [DXE5KB]: Merge-divider main solenoid system
  - [DXE6KA], [DXE6KB]: Merge-divider LS solenoid system
- ★ If the above problems occur, check the related fuse (F01-2) and inlet voltage of the pump controller.
  - 1) Disconnect connector C02 of the controller and connect a T-adapter to the wiring harness side.
  - 2) Turn the starting switch ON.
  - 3) Measure the voltage between each of pins (116), (118), and (121) and each of pins (115), (117), and (120).
  - ★ Pins (116), (118), and (121) are the power supply and pins (115), (117), and (120) are the chassis ground.
  - ★ If the voltage is 20 – 30 V, it is normal.
- ★ Power supply connector (C02) of pump controller



BWP14084

### Information in troubleshooting table

★ The following information is summarized in the troubleshooting table and the related electrical circuit diagram. Before carrying out troubleshooting, understand that information fully.

User code	Failure code	Trouble	Trouble name displayed in abnormality record machine monitor
<b>Display on machine monitor</b>	<b>Display on machine monitor</b>		
Contents of trouble	<b>Contents of trouble detected by machine monitor or controller</b>		
Action of machine monitor or controller	<b>Action taken by machine monitor or controller to protect system or devices when engine controller detects trouble</b>		
Problem that appears on machine	<b>Problem that appears on machine as result of action taken by machine monitor or controller (shown above)</b>		
Related information	<b>Information related to detected trouble or troubleshooting</b>		

	Cause		Standard value in normal state/Remarks on troubleshooting
	Possible causes and standard value in normal state	1	Possible causes of trouble (Given numbers are reference numbers, which do not indicate priority)
2		<Troubles in wiring harness> <ul style="list-style-type: none"> <li>• Disconnection Connector is connected imperfectly or wiring harness is broken.</li> <li>• Ground fault Wiring harness which is not connected to chassis ground circuit is in contact with chassis ground circuit.</li> <li>• Hot short Wiring harness which is not connected to power source (24 V) circuit is in contact with power source (24 V) circuit.</li> <li>• Short circuit Independent wiring harnesses are in contact with each other abnormally.</li> </ul>	
3		<Precautions for troubleshooting>                     (1) Method of indicating connector No. and handling of T-adapter Insert or connect T-adapter as explained below for troubleshooting, unless otherwise specified. <ul style="list-style-type: none"> <li>• If connector No. has no marks of "male" and "female", disconnect connector and insert T-adapters in both male side and female side.</li> <li>• If connector No. has marks of "male" and "female", disconnect connector and connect T-adapter to only male side or female side.</li> </ul>	
4		(2) Entry order of pin Nos. and handling of tester leads Connect positive (+) lead and negative (-) lead of tester as explained below for troubleshooting, unless otherwise specified. <ul style="list-style-type: none"> <li>• Connect positive (+) lead to pin No. or wiring harness entered on front side.</li> <li>• Connect negative (-) lead to pin No. or harness entered on rear side.</li> </ul>	

**Related circuit diagram**

This drawing is a part of the electric circuit diagram related to troubleshooting.

- Connector No.: Indicates (Model – Number of pins) and (Color).
- "Connector No. and pin No." from each branching/merging point: Shows the ends of branch or source of merging within the parts of the same wiring harness.
- Arrow (←→): Roughly shows the location on the machine.

## Failure code [989L00] Engine Controller Lock Caution 1

User code	Failure code	Trouble	Engine controller lock caution 1 (Machine monitor system)
—	<b>989L00</b>		
Contents of trouble	<ul style="list-style-type: none"> <li>Engine controller lock is detected (Factor 1).</li> </ul>		
Action of machine monitor	<ul style="list-style-type: none"> <li>None in particular.</li> <li>If cause of failure disappears, system resets itself.</li> </ul>		
Problem that appears on machine	<ul style="list-style-type: none"> <li>Engine cannot be started.</li> </ul>		
Related information	<ul style="list-style-type: none"> <li>If this failure code is displayed after machine monitor is replaced, user password must be changed to one before replacement.</li> <li>Method of reproducing failure code: Turn starting switch ON.</li> </ul>		

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting
	1	Replacement of machine monitor	

## Failure code [989M00] Engine Controller Lock Caution 2

User code	Failure code	Trouble	Engine controller lock caution 2 (Machine monitor system)
—	<b>989M00</b>		
Contents of trouble	<ul style="list-style-type: none"> <li>Engine controller lock is detected (Factor 2).</li> </ul>		
Action of machine monitor	<ul style="list-style-type: none"> <li>None in particular.</li> <li>If cause of failure disappears, system resets itself.</li> </ul>		
Problem that appears on machine	<ul style="list-style-type: none"> <li>Engine cannot be started.</li> </ul>		
Related information	<ul style="list-style-type: none"> <li>If this failure code is displayed after machine monitor is replaced, user password must be changed to one before replacement.</li> <li>Method of reproducing failure code: Turn starting switch ON.</li> </ul>		

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting
	1	Replacement of machine monitor	
2	Defective machine monitor	If this failure code is displayed while machine monitor is not replaced, machine monitor may be defective. (Since trouble is in system, troubleshooting cannot be carried out.)	

### Failure code [989N00] Engine Controller Lock Caution 3

User code	Failure code	Trouble	Engine controller lock caution 3 (Machine monitor system)
—	<b>989N00</b>		
Contents of trouble	<ul style="list-style-type: none"> <li>Engine controller lock is detected (Factor 3).</li> </ul>		
Action of machine monitor	<ul style="list-style-type: none"> <li>Tries automatic resetting.</li> <li>If cause of failure disappears, system resets itself.</li> </ul>		
Problem that appears on machine			
Related information	<ul style="list-style-type: none"> <li>Method of reproducing failure code: Failure code is not reproduced since system is reset automatically.</li> </ul>		

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting
	1	Defective engine controller	

### Failure code [AA10NX] Air Cleaner Clogging

User code	Failure code	Trouble	Air cleaner clogging (Machine monitor system)
—	<b>AA10NX</b>		
Contents of trouble	<ul style="list-style-type: none"> <li>While engine was running, signal circuit of air cleaner clogging switch detected clogging of air cleaner (sensor contact opened).</li> </ul>		
Action of machine monitor	<ul style="list-style-type: none"> <li>Displays air cleaner clogging monitor on machine monitor.</li> <li>If cause of failure disappears, system resets itself.</li> </ul>		
Problem that appears on machine	<ul style="list-style-type: none"> <li>If machine is operated as it is, engine may be damaged.</li> </ul>		
Related information	<ul style="list-style-type: none"> <li>Condition of air cleaner clogging switch signal can be checked with monitoring function. (Code: 04501 Monitor input 2)</li> <li>Method of reproducing failure code: Start engine.</li> </ul>		

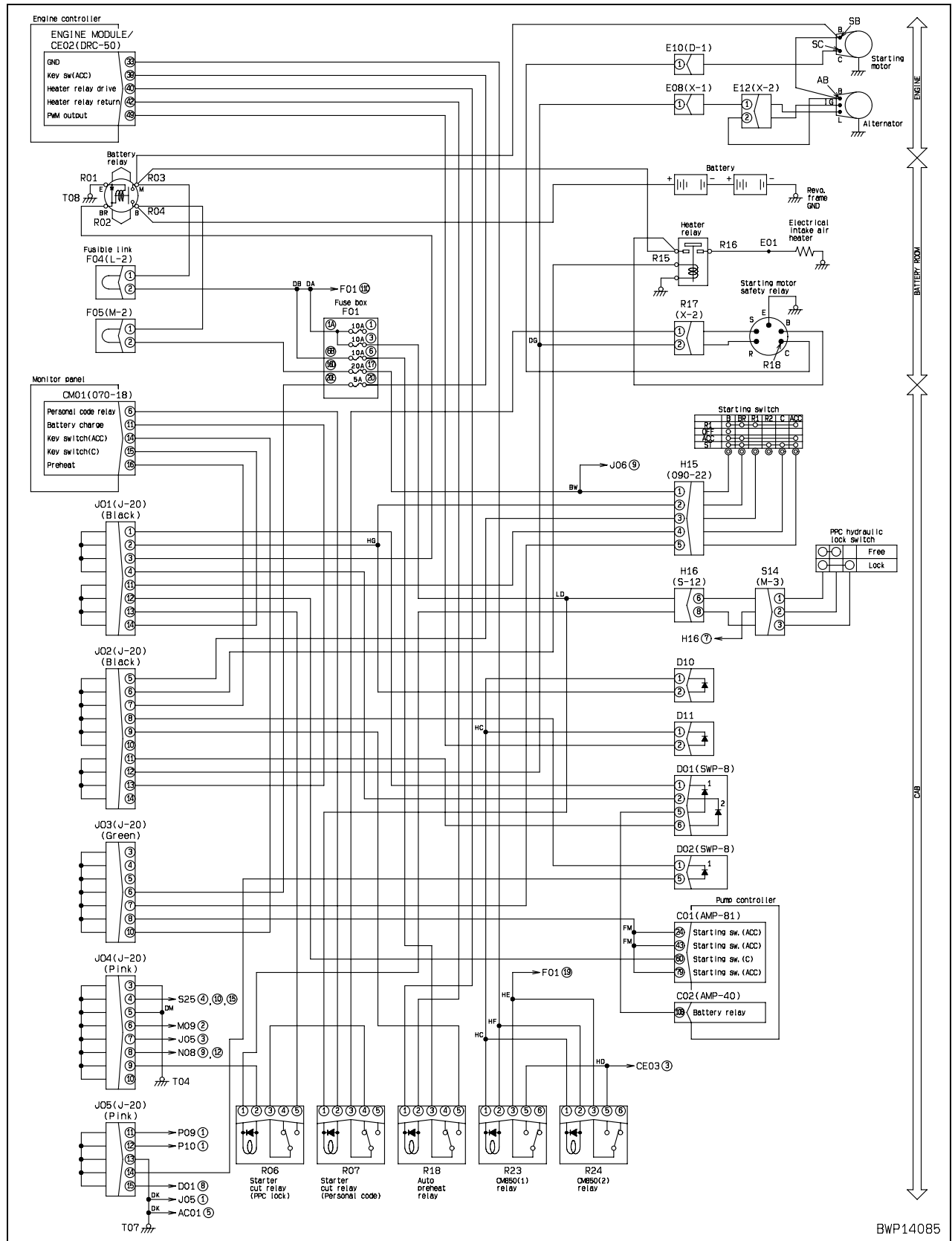
Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting
	1	Clogging of air cleaner (when system is normal)	
2	Defective air cleaner clogging monitor system	If cause 1 is not detected, air cleaner clogging monitor system may be defective. Carry out troubleshooting for "E-7 Caution item flashes while engine is running" in E-mode.	

### Failure code [AB00KE] Charge Voltage Low

User code	Failure code	Trouble	Charge voltage low (Machine monitor system)
—	<b>AB00KE</b>		
Contents of trouble	<ul style="list-style-type: none"> <li>While engine is running, signal circuit of alternator detected low charge voltage (below 7.8 V).</li> </ul>		
Action of machine monitor	<ul style="list-style-type: none"> <li>Displays charge level monitor on machine monitor.</li> <li>Even if cause of failure disappears, system does not reset itself until starting switch is turned OFF.</li> </ul>		
Problem that appears on machine	<ul style="list-style-type: none"> <li>If machine is operated as it is, battery may not be charged.</li> </ul>		
Related information	<ul style="list-style-type: none"> <li>Signal voltage of alternator can be checked with monitoring function. (Code: 04300 Charge voltage)</li> <li>Method of reproducing failure code: Start engine.</li> </ul>		

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting		
	1	Defective charge of alternator (when system is normal)		★ Prepare with starting switch OFF, then start engine and carry out troubleshooting.	
E12 (male)				Engine speed	Voltage
Between (1) – chassis ground				Min. medium speed	27.5 – 29.5 V
2	Defective charge level monitor		If cause 1 is not detected, charge level monitor system may be defective. Carry out troubleshooting for "E-7 Caution item flashes while engine is running" in E-mode.		

Circuit diagram related to preheating/starting of engine and charge of battery



## Failure code [B@BAZG] Eng Oil Press. Low

User code	Failure code	Trouble	Engine oil pressure low (Engine controller system)
—	<b>B@BAZG</b>		
Contents of trouble	<ul style="list-style-type: none"> <li>While engine was running, signal circuit of engine oil pressure switch detected low engine oil pressure (sensor contact opened).</li> </ul>		
Action of controller	<ul style="list-style-type: none"> <li>Displays engine oil pressure monitor on machine monitor.</li> <li>If cause of failure disappears, system resets itself.</li> </ul>		
Problem that appears on machine	<ul style="list-style-type: none"> <li>If machine is operated as it is, engine may be damaged.</li> </ul>		
Related information	<ul style="list-style-type: none"> <li>Engine oil pressure switch signal is input to engine controller and then transmitted to machine monitor.</li> <li>Method of reproducing failure code: Start engine.</li> </ul>		

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting
	1	Lowering of engine oil pressure (when system is normal)	
2	Defective engine oil pressure monitor system	If cause 1 is not detected, engine oil pressure monitor system may be defective. Carry out troubleshooting for "E-8 Emergency stop item lights up while engine is running" in E-mode.	

## Failure code [B@BAZK] Eng Oil Level Low

User code	Failure code	Trouble	Engine oil level low (Machine monitor system)
—	<b>B@BAZK</b>		
Contents of trouble	<ul style="list-style-type: none"> <li>When starting switch is turned ON (but engine is not started), signal circuit of engine oil level switch detected low engine oil level (sensor contact opened).</li> </ul>		
Action of machine monitor	<ul style="list-style-type: none"> <li>Displays engine oil level monitor on machine monitor.</li> <li>Even if cause of failure disappears, system does not reset itself until starting switch is turned OFF.</li> </ul>		
Problem that appears on machine	<ul style="list-style-type: none"> <li>If machine is operated as it is, engine may be damaged.</li> </ul>		
Related information	<ul style="list-style-type: none"> <li>Engine oil level switch signal can be checked with monitoring function. (Code: 04501 Monitor input 2)</li> <li>Method of reproducing failure code: Turn starting switch ON.</li> </ul>		

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting
	1	Lowering of engine oil level (when system is normal)	
2	Defective engine oil level monitor system	If cause 1 is not detected, engine oil level monitor system may be defective. Carry out troubleshooting for "E-2 Basic check item lights up when starting switch is turned ON (but engine is not started)" in E-mode.	



## Failure code [B@BCNS] Eng Water Overheat

User code	Failure code	Trouble	Engine coolant overheat (Engine controller system)
—	<b>B@BCNS</b>		
Contents of trouble	<ul style="list-style-type: none"> <li>While engine was running, signal circuit of engine coolant temperature sensor detected overheating of engine coolant (above about 102°C).</li> </ul>		
Action of controller	<ul style="list-style-type: none"> <li>Displays engine coolant temperature monitor with red on machine monitor.</li> <li>If cause of failure disappears, system resets itself.</li> </ul>		
Problem that appears on machine	<ul style="list-style-type: none"> <li>If machine is operated as it is, engine may be seized.</li> </ul>		
Related information	<ul style="list-style-type: none"> <li>Engine coolant temperature sensor signal is input to engine controller and then transmitted to machine monitor.</li> <li>Engine coolant temperature can be checked with monitoring function (Code: 04107 Engine coolant temperature)</li> <li>Method of reproducing failure code: Start engine.</li> </ul>		

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting
	1	Overheating of engine coolant (when system is normal)	
2	Defective engine coolant temperature gauge system	If cause 1 is not detected, engine coolant temperature gauge system may be defective. Carry out troubleshooting for "E-9 Engine coolant temperature gauge does not work normally" in E-mode.	

## Failure code [B@BCZK] Eng Water Level Low

User code	Failure code	Trouble	Engine coolant level low (Machine monitor system)
—	<b>B@BCZK</b>		
Contents of trouble	<ul style="list-style-type: none"> <li>When starting switch is turned ON (but engine is not started), signal circuit of radiator coolant level sensor detected low radiator coolant level (sensor contact opened).</li> </ul>		
Action of machine monitor	<ul style="list-style-type: none"> <li>Displays radiator coolant level monitor on machine monitor.</li> <li>If cause of failure disappears, system resets itself.</li> </ul>		
Problem that appears on machine	<ul style="list-style-type: none"> <li>If machine is operated as it is, engine may overheats.</li> </ul>		
Related information	<ul style="list-style-type: none"> <li>Condition of radiator coolant level switch can be checked with monitoring function (Code: 04500 Monitor input 1)</li> <li>Method of reproducing failure code: Turn starting switch ON.</li> </ul>		

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting
	1	Lowering of radiator coolant level (when system is normal)	
2	Defective radiator coolant level monitor system	If cause 1 is not detected, radiator coolant level monitor system may be defective. Carry out troubleshooting for "E-2 Basic check item lights up when starting switch is turned ON (but engine is not started)" in E-mode.	

## Failure code [B@HANS] Hydr Oil Overheat

User code	Failure code	Trouble	Hydraulic oil overheat (Pump controller system)
—	<b>B@HANS</b>		
Contents of trouble	<ul style="list-style-type: none"> <li>While engine was running, signal circuit of hydraulic oil temperature sensor detected overheating of hydraulic oil (above about 102°C).</li> </ul>		
Action of controller	<ul style="list-style-type: none"> <li>Displays hydraulic oil temperature monitor with red on machine monitor.</li> <li>If cause of failure disappears, system resets itself.</li> </ul>		
Problem that appears on machine	<ul style="list-style-type: none"> <li>If machine is operated as it is, engine may be seized.</li> </ul>		
Related information	<ul style="list-style-type: none"> <li>Hydraulic oil temperature sensor signal is input to engine controller and then transmitted to machine monitor.</li> <li>Hydraulic oil temperature can be checked with monitoring function (Code: 04401 Hydraulic oil temperature)</li> <li>Method of reproducing failure code: Start engine.</li> </ul>		

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting
	1	Overheating of hydraulic oil (when system is normal)	
2	Defective hydraulic oil temperature gauge system	If cause 1 is not detected, hydraulic oil temperature gauge system may be defective. Carry out troubleshooting for "E-10 Hydraulic oil temperature gauge does not work normally" in E-mode.	

## Failure code [CA111] EMC Critical Internal Failure

User code	Failure code	Trouble	Critical internal failure (Engine controller system)
<b>E10</b>	<b>CA111</b>		
Contents of trouble	<ul style="list-style-type: none"> <li>Memory or power supply circuit in engine controller is defective.</li> </ul>		
Action of controller	<ul style="list-style-type: none"> <li>None in particular.</li> </ul>		
Problem that appears on machine	<ul style="list-style-type: none"> <li>Engine does not start.</li> </ul>		
Related information			

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting
	1	Defective engine controller	

## Failure code [CA115] Eng Ne and Bkup Speed Sens Error

User code	Failure code	Trouble	Engine Ne and Bkup speed sensor error (Engine controller system)
<b>E10</b>	<b>CA115</b>		
Contents of trouble	<ul style="list-style-type: none"> <li>Both signals of engine Ne speed sensor and engine Bkup speed sensor are abnormal.</li> </ul>		
Action of controller	<ul style="list-style-type: none"> <li>None in particular.</li> </ul>		
Problem that appears on machine	<ul style="list-style-type: none"> <li>Engine stops.</li> <li>Engine does not start.</li> </ul>		
Related information	<ul style="list-style-type: none"> <li>Method of reproducing failure code: Start engine.</li> </ul>		

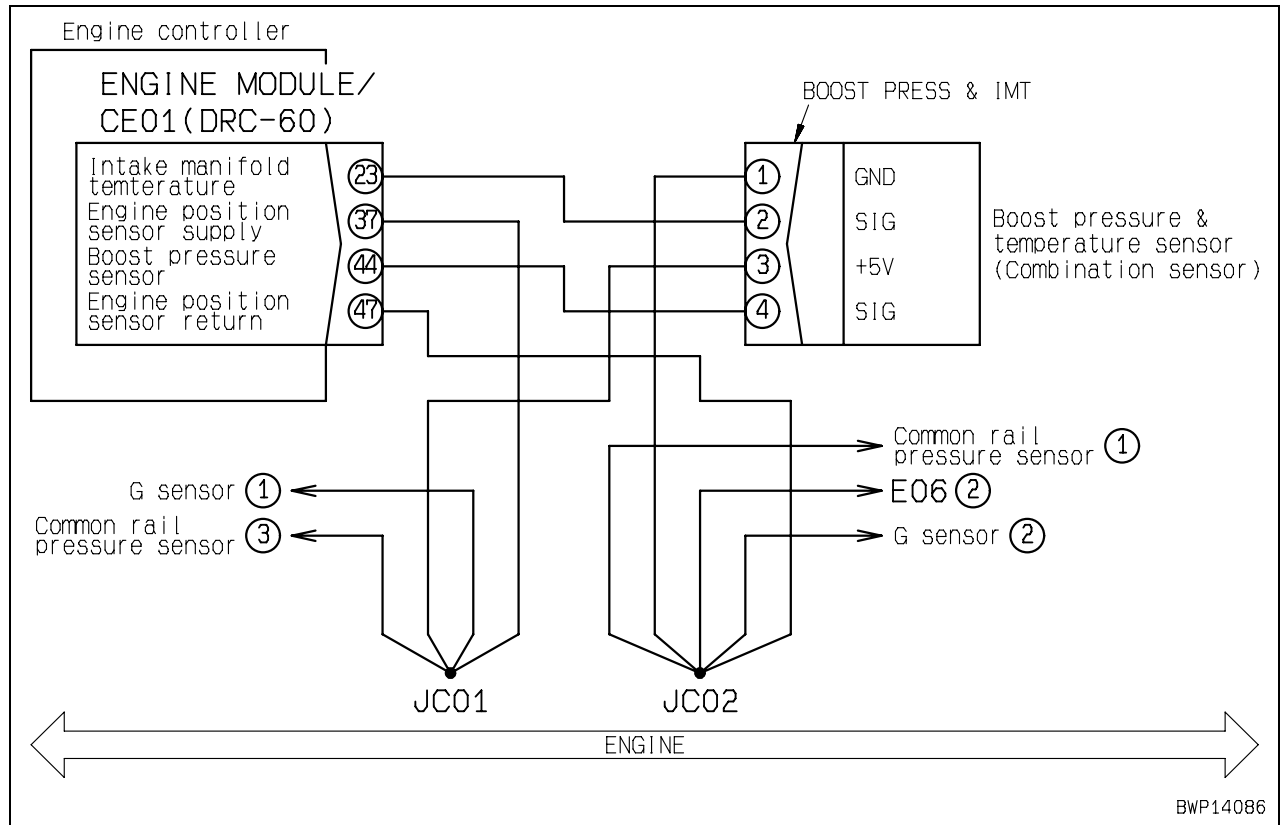
Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting
	1	Defective connection of sensor connector	

### Failure code [CA122] Chg Air Press Sensor High Error

User code	Failure code	Trouble	Charge air pressure sensor high error (Engine controller system)
<b>E11</b>	<b>CA122</b>		
Contents of trouble	<ul style="list-style-type: none"> <li>Pressure signal circuit of boost pressure/temperature sensor detected high voltage.</li> </ul>		
Action of controller	<ul style="list-style-type: none"> <li>Fixes charge pressure value and continues operation.</li> </ul>		
Problem that appears on machine	<ul style="list-style-type: none"> <li>Engine output lowers.</li> </ul>		
Related information	<ul style="list-style-type: none"> <li>Signal voltage on boost pressure side of boost pressure/temperature sensor can be checked with monitoring function. (Code: 36501 Boost pressure sensor voltage)</li> <li>Method of reproducing failure code: Turn starting switch ON.</li> </ul>		

	Cause		Standard value in normal state/Remarks on troubleshooting		
	Possible causes and standard value in normal state	1	Defective sensor power supply 2 system	If failure code [CA227] is also indicated, carry out troubleshooting for it first.	
2		Defective boost pressure/temperature sensor [pressure signal system]	★ Prepare with starting switch OFF, then turn starting switch ON and carry out troubleshooting.		
			BOOST PRESS & IMT		Voltage
			Between (3) – (1)	Power supply	4.75 – 5.25 V
Voltage is measured with wiring harness connected. Accordingly, if voltage is abnormal, check wiring harness and controller, too, for another cause of trouble, and then judge.					
3		Hot short (Short circuit with 5 V/24 V circuit) in wiring harness	★ Prepare with starting switch OFF, then turn starting switch ON and carry out troubleshooting.		
Wiring harness between CE01 (female) (44) – BOOST PRESS & IMT (female) (4)		Voltage	Max. 1 V		
4	Short circuit in wiring harness (with another wiring harness)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.			
Wiring harness between CE01 (female) (44) – BOOST PRESS & IMT (female) (4) and between CE01 (female) (37) – JC01 – BOOST PRESS & IMT (female) (3)		Resistance	Min. 100 kΩ		
5	Defective wiring harness connector	Connecting parts between boost pressure/temperature sensor – engine wiring harness – engine controller may be defective. Check them directly.			
<ul style="list-style-type: none"> <li>Looseness of connector, breakage of lock, or breakage of seal</li> <li>Corrosion, bend, breakage, push-in, or expansion of pin</li> <li>Moisture or dirt in connector or defective insulation</li> </ul>					
6	Defective engine controller	★ Prepare with starting switch OFF, then turn starting switch ON and carry out troubleshooting.			
		CE01		Voltage	
		Between (37) – (47)	Power supply	4.75 – 5.25 V	

**Circuit diagram related to boost pressure/temperature sensor (Combination sensor)**

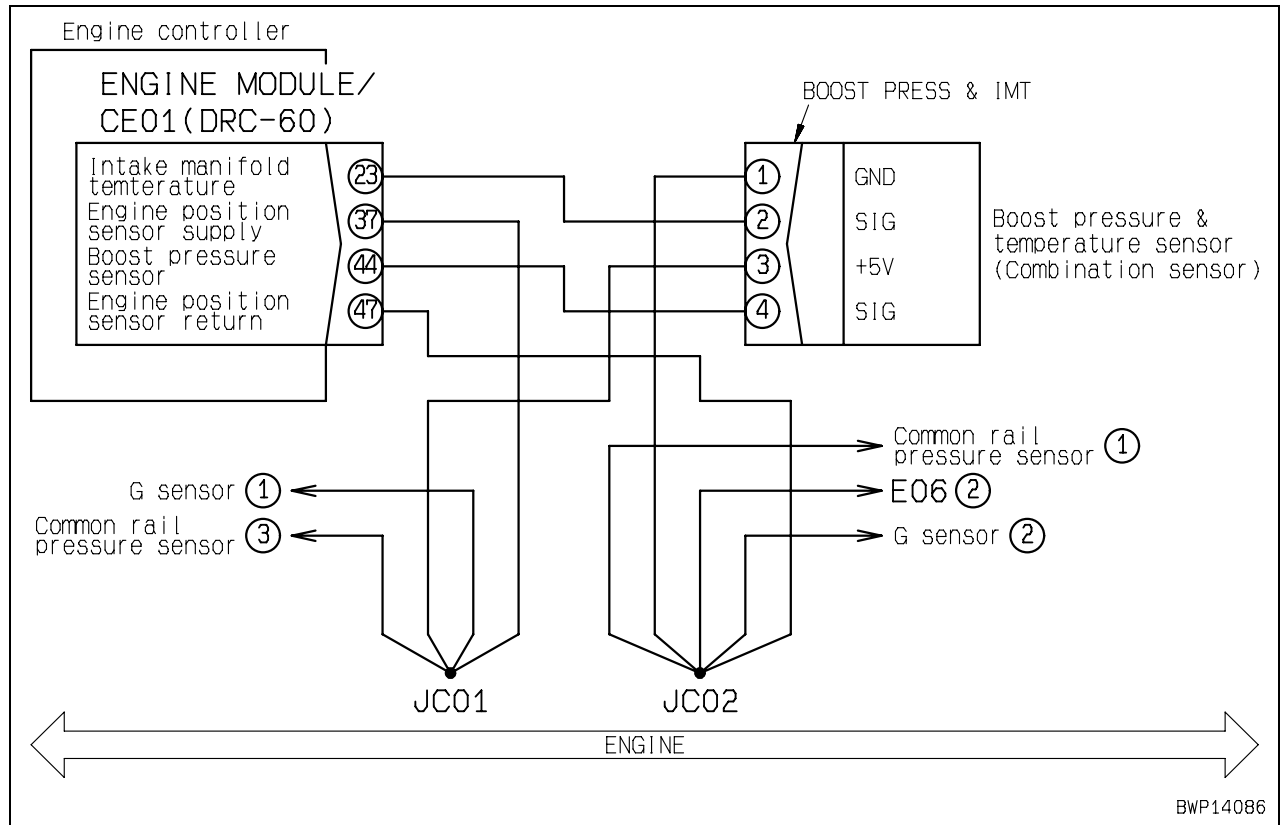


### Failure code [CA123] Chg Air Press Sensor Low Error

User code	Failure code	Trouble	Charge air pressure sensor low error (Engine controller system)
<b>E11</b>	<b>CA123</b>		
Contents of trouble	<ul style="list-style-type: none"> <li>Pressure signal circuit of boost pressure/temperature sensor detected low voltage.</li> </ul>		
Action of controller	<ul style="list-style-type: none"> <li>Fixes charge pressure value and continues operation.</li> </ul>		
Problem that appears on machine	<ul style="list-style-type: none"> <li>Engine output lowers.</li> </ul>		
Related information	<ul style="list-style-type: none"> <li>Signal voltage on boost pressure side of boost pressure/temperature sensor can be checked with monitoring function. (Code: 36501 Boost pressure sensor voltage)</li> <li>Method of reproducing failure code: Turn starting switch ON.</li> </ul>		

	Cause		Standard value in normal state/Remarks on troubleshooting		
	Possible causes and standard value in normal state	1	Defective sensor power supply 2 system	If failure code [CA187] is also indicated, carry out troubleshooting for it first.	
2		Defective boost pressure/temperature sensor [pressure signal system]	★ Prepare with starting switch OFF, then turn starting switch ON and carry out troubleshooting.		
			BOOST PRESS & IMT		Voltage
			Between (3) – (1)	Power supply	4.75 – 5.25 V
Voltage is measured with wiring harness connected. Accordingly, if voltage is abnormal, check wiring harness and controller, too, for another cause of trouble, and then judge.					
3		Ground fault in wiring harness (Short circuit with GND circuit)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.		
			Wiring harness between CE01 (female) (44) – BOOST PRESS & IMT (female) (4)	Resistance	Min. 100 kΩ
4	Short circuit in wiring harness (with another wiring harness)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.			
		Wiring harness between CE01 (female) (44) – BOOST PRESS & IMT (female) (4) and between CE01 (female) (47) – JC02 – BOOST PRESS & IMT (female) (1)	Resistance	Min. 100 kΩ	
5	Defective wiring harness connector	Connecting parts between boost pressure/temperature sensor – engine wiring harness – engine controller may be defective. Check them directly. <ul style="list-style-type: none"> <li>Looseness of connector, breakage of lock, or breakage of seal</li> <li>Corrosion, bend, breakage, push-in, or expansion of pin</li> <li>Moisture or dirt in connector or defective insulation</li> </ul>			
6	Defective engine controller	★ Prepare with starting switch OFF, then turn starting switch ON and carry out troubleshooting.			
		CE01		Voltage	
		Between (37) – (47)	Power supply	4.75 – 5.25 V	

**Circuit diagram related to boost pressure/temperature sensor (Combination sensor)**



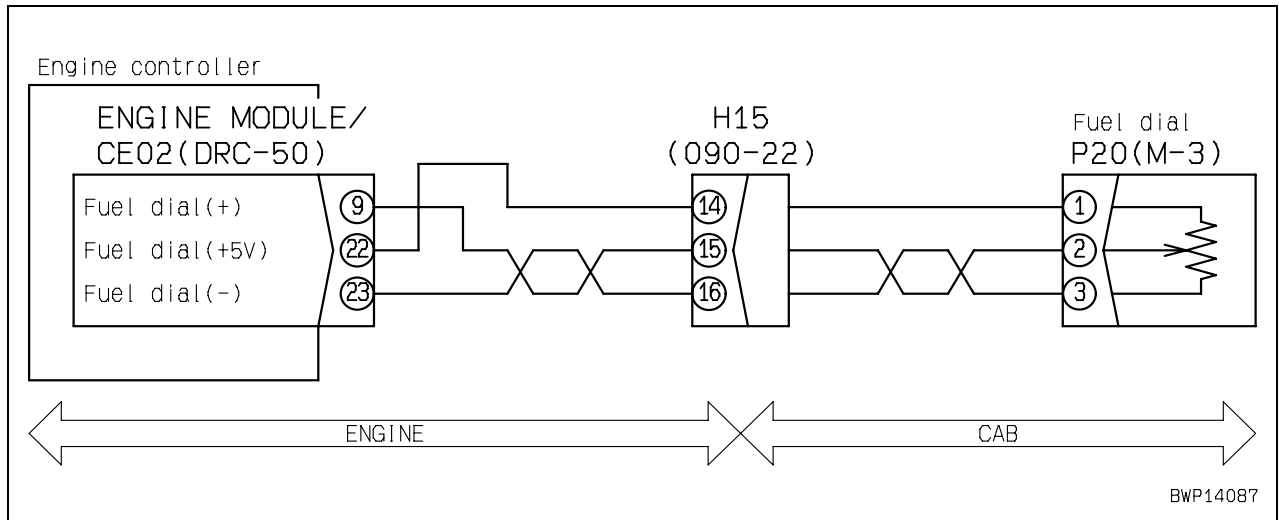
## Failure code [CA131] Throttle Sensor High Error

User code	Failure code	Trouble	Throttle sensor high error (Engine controller system)
<b>E14</b>	<b>CA131</b>		
Contents of trouble	<ul style="list-style-type: none"> <li>Signal circuit of fuel control dial detected high voltage.</li> </ul>		
Action of controller	<ul style="list-style-type: none"> <li>If trouble occurs while starting switch is in ON position, controller fixes voltage value to level just before detection of trouble and continues operation.</li> <li>If starting switch is turned ON while voltage is abnormally high, controller continues operation with voltage at 100% value.</li> </ul>		
Problem that appears on machine	<ul style="list-style-type: none"> <li>Engine speed cannot be controlled with fuel control dial.</li> </ul>		
Related information	<ul style="list-style-type: none"> <li>Signal voltage of fuel control dial can be checked with monitoring function. (Code: 03000 Fuel control dial voltage)</li> <li>Method of reproducing failure code: Turn starting switch ON.</li> </ul>		

	Cause		Standard value in normal state/Remarks on troubleshooting		
	Possible causes and standard value in normal state	1	Defective throttle sensor power supply system	If failure code [CA2185] is also indicated, carry out troubleshooting for it first.	
2		Defective fuel control dial	★ Prepare with starting switch OFF, then turn starting switch ON and carry out troubleshooting.		
			P20		Voltage
			Between (1) – (3)	Power supply	4.75 – 5.25 V
Voltage is measured with wiring harness connected. Accordingly, if voltage is abnormal, check wiring harness and controller, too, for another cause of trouble, and then judge.					
3		Hot short (Short circuit with 5 V/24 V circuit) in wiring harness	★ Prepare with starting switch OFF, then turn starting switch ON and carry out troubleshooting.		
			Wiring harness between CE02 (female) (9) – P20 (female) (2)	Voltage	Max. 1 V
4		Short circuit in wiring harness (with another wiring harness)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.		
			Wiring harness between CE02 (female) (9) – P20 (female) (2) and between CE02 (female) (22) – P20 (female) (1)	Resistance	Min. 100 kΩ
5		Defective wiring harness connector	Connecting parts between fuel control dial – machine wiring harness – engine controller may be defective. Check them directly. <ul style="list-style-type: none"> <li>Looseness of connector, breakage of lock, or breakage of seal</li> <li>Corrosion, bend, breakage, push-in, or expansion of pin</li> <li>Moisture or dirt in connector or defective insulation</li> </ul>		
6		Defective engine controller	★ Prepare with starting switch OFF, then turn starting switch ON and carry out troubleshooting.		
			CE02		Voltage
	Between (22) – (23)		Power supply	4.75 – 5.25 V	



Circuit diagram related to fuel control dial

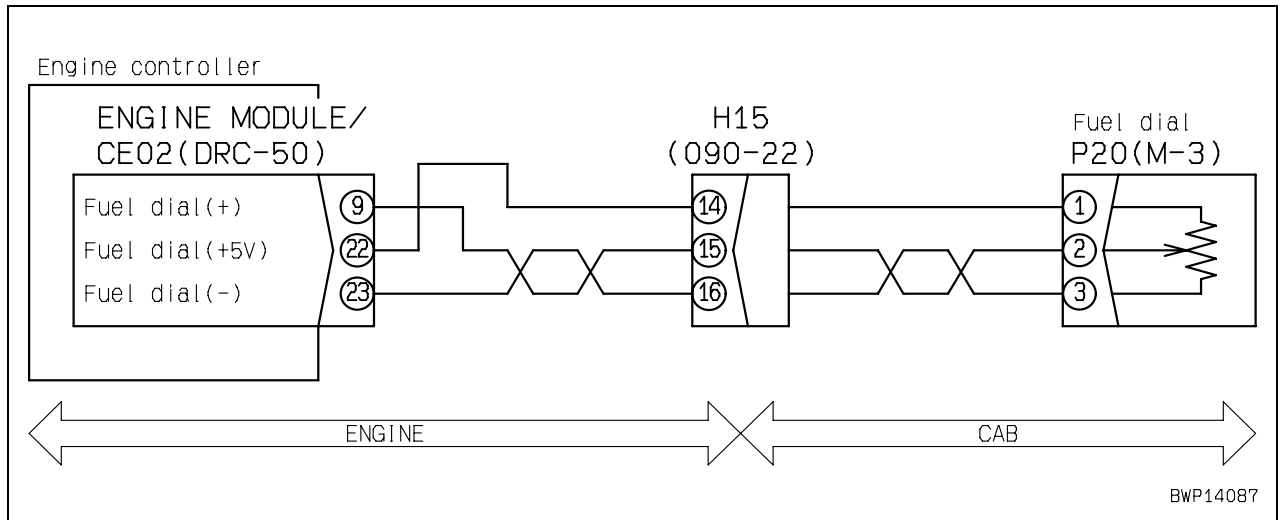


### Failure code [CA132] Throttle Sensor Low Error

User code	Failure code	Trouble	Throttle sensor low error (Engine controller system)
<b>E14</b>	<b>CA132</b>		
Contents of trouble	<ul style="list-style-type: none"> <li>Signal circuit of fuel control dial detected low voltage.</li> </ul>		
Action of controller	<ul style="list-style-type: none"> <li>If trouble occurs while starting switch is in ON position, controller fixes voltage value to level just before detection of trouble and continues operation.</li> <li>If starting switch is turned ON while voltage is abnormally high, controller continues operation with voltage at 100% value.</li> </ul>		
Problem that appears on machine	<ul style="list-style-type: none"> <li>Engine speed cannot be controlled with fuel control dial.</li> </ul>		
Related information	<ul style="list-style-type: none"> <li>Signal voltage of fuel control dial can be checked with monitoring function. (Code: 03000 Fuel control dial voltage)</li> <li>Method of reproducing failure code: Turn starting switch ON.</li> </ul>		

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting		
		1	Defective throttle sensor power supply system	If failure code [CA2186] is also indicated, carry out troubleshooting for it first.	
2		Defective fuel control dial	★ Prepare with starting switch OFF, then turn starting switch ON and carry out troubleshooting.		
			P20		Voltage
			Between (1) – (3)	Power supply	4.75 – 5.25 V
Voltage is measured with wiring harness connected. Accordingly, if voltage is abnormal, check wiring harness and controller, too, for another cause of trouble, and then judge.					
3		Ground fault in wiring harness (Short circuit with GND circuit)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.		
			Wiring harness between CE02 (female) (9) – P20 (female) (2)	Resistance	Min. 100 kΩ
4		Short circuit in wiring harness (with another wiring harness)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.		
			Wiring harness between CE02 (female) (9) – P20 (female) (2) and between CE02 (female) (23) – P20 (female) (3)	Resistance	Min. 100 kΩ
5		Defective wiring harness connector	Connecting parts between fuel control dial – machine wiring harness – engine controller may be defective. Check them directly. <ul style="list-style-type: none"> <li>Looseness of connector, breakage of lock, or breakage of seal</li> <li>Corrosion, bend, breakage, push-in, or expansion of pin</li> <li>Moisture or dirt in connector or defective insulation</li> </ul>		
6		Defective engine controller	★ Prepare with starting switch OFF, then turn starting switch ON and carry out troubleshooting.		
			CE02		Voltage
	Between (22) – (23)		Power supply	4.75 – 5.25 V	

Circuit diagram related to fuel control dial

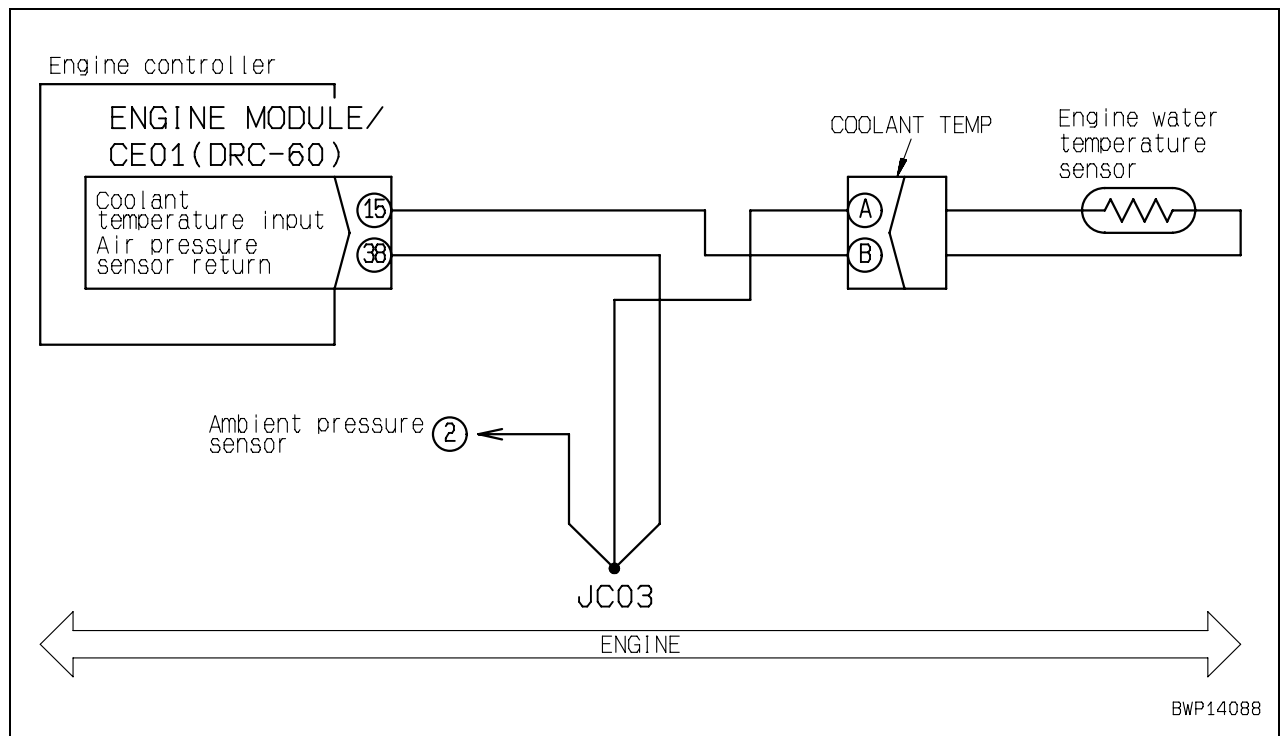


### Failure code [CA144] Coolant Temp Sens High Error

User code	Failure code	Trouble	Coolant temperature sensor high error (Engine controller system)
<b>E15</b>	<b>CA144</b>		
Contents of trouble	<ul style="list-style-type: none"> <li>Signal circuit of coolant temperature sensor detected high voltage.</li> </ul>		
Action of controller	<ul style="list-style-type: none"> <li>Fixes coolant temperature value and continues operation.</li> </ul>		
Problem that appears on machine	<ul style="list-style-type: none"> <li>Exhaust gas becomes white.</li> <li>Overheat prevention function does not work.</li> </ul>		
Related information	<ul style="list-style-type: none"> <li>Signal voltage of coolant temperature sensor can be checked with monitoring function. (Code: 04105 Coolant temperature sensor voltage)</li> <li>Method of reproducing failure code: Turn starting switch ON.</li> </ul>		

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting			
		1	Defective coolant temperature sensor	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.		
COOLANT TEMP (male)				Resistance		
Between (A) – (B)				0.18 – 160 kΩ		
2		Disconnection in wiring harness (Disconnection in wiring or defective contact in connector)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.			
			Wiring harness between CE01 (female) (15) – COOLANT TEMP (female) (B)	Resistance	Max. 10 Ω	
			Wiring harness between CE01 (female) (38) – JC03 – COOLANT TEMP (female) (A)	Resistance	Max. 10 Ω	
3		Short circuit in wiring harness (with another wiring harness)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.			
			Wiring harness between CE01 (female) (15) – each of CE01 (female) pins (With all wiring harness connectors disconnected)	Resistance	Min. 100 kΩ	
4		Defective wiring harness connector	Connecting parts between coolant temperature sensor – engine wiring harness – engine controller may be defective. Check them directly. <ul style="list-style-type: none"> <li>Looseness of connector, breakage of lock, or breakage of seal</li> <li>Corrosion, bend, breakage, push-in, or expansion of pin</li> <li>Moisture or dirt in connector or defective insulation</li> </ul>			
5		Defective engine controller	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.			
			CE01 (female)		Resistance	
			Between (15) – (38)		0.18 – 160 kΩ	

Circuit diagram related to coolant temperature sensor

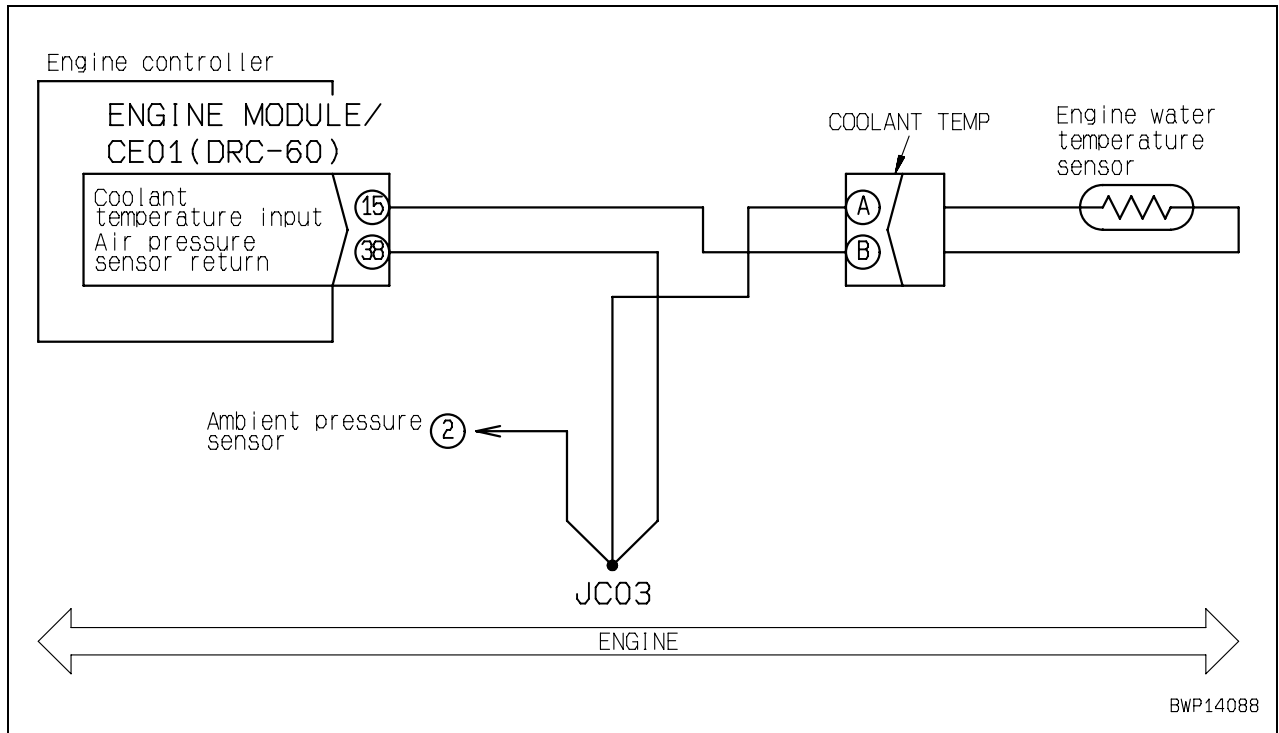


## Failure code [CA145] Coolant Temp Sens Low Error

User code	Failure code	Trouble	Coolant temperature sensor low error (Engine controller system)
<b>E15</b>	<b>CA145</b>		
Contents of trouble	<ul style="list-style-type: none"> <li>Signal circuit of coolant temperature sensor detected low voltage.</li> </ul>		
Action of controller	<ul style="list-style-type: none"> <li>Fixes coolant temperature value and continues operation.</li> </ul>		
Problem that appears on machine	<ul style="list-style-type: none"> <li>Exhaust gas becomes white.</li> <li>Overheat prevention function does not work.</li> </ul>		
Related information	<ul style="list-style-type: none"> <li>Signal voltage of coolant temperature sensor can be checked with monitoring function. (Code: 04105 Coolant temperature sensor voltage)</li> <li>Method of reproducing failure code: Turn starting switch ON.</li> </ul>		

	Cause		Standard value in normal state/Remarks on troubleshooting		
	Possible causes and standard value in normal state	1	Defective coolant temperature sensor	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.	
COOLANT TEMP (male)				Resistance	
Between (A) – (B)				0.18 – 160 kΩ	
Between (B) – chassis ground				Min. 100 kΩ	
2		Ground fault in wiring harness (Short circuit with GND circuit)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.		
			Wiring harness between CE01 (female) (15) – COOLANT TEMP (female) (B)	Resistance	Min. 100 kΩ
3		Short circuit in wiring harness (with another wiring harness)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.		
			Wiring harness between CE01 (female) (15) – each of CE01 (female) pins (With all wiring harness connectors disconnected)	Resistance	Min. 100 kΩ
4		Defective wiring harness connector	Connecting parts between coolant temperature sensor – engine wiring harness – engine controller may be defective. Check them directly. <ul style="list-style-type: none"> <li>Looseness of connector, breakage of lock, or breakage of seal</li> <li>Corrosion, bend, breakage, push-in, or expansion of pin</li> <li>Moisture or dirt in connector or defective insulation</li> </ul>		
5		Defective engine controller	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.		
			CE01 (female)		Resistance
			Between (15) – (38)		0.18 – 160 kΩ
			Between (15) – chassis ground		Min. 100 kΩ

Circuit diagram related to coolant temperature sensor



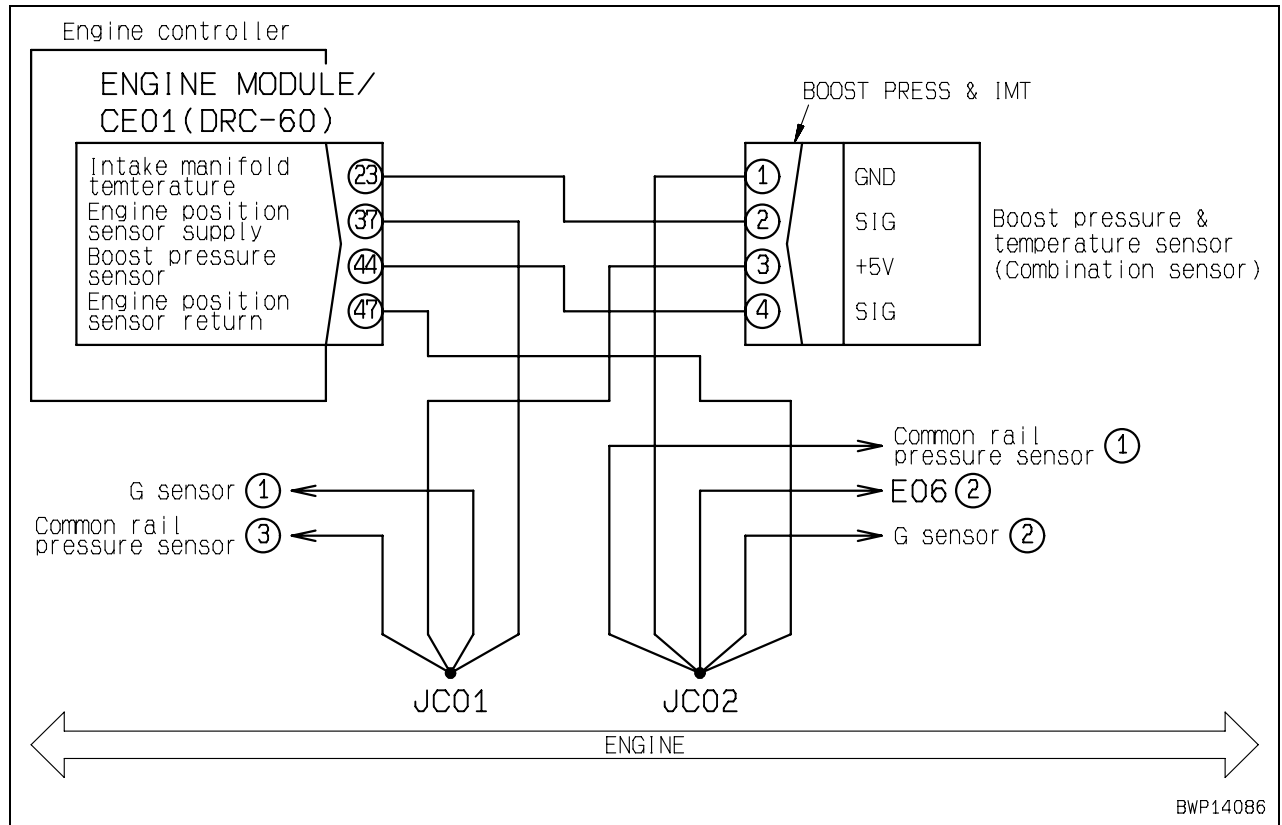
## Failure code [CA153] Chg Air Temp Sensor High Error

User code	Failure code	Trouble	Charge air temperature sensor high error (Engine controller system)
<b>E15</b>	<b>CA153</b>		
Contents of trouble	<ul style="list-style-type: none"> <li>Temperature signal circuit of boost pressure/temperature sensor detected high voltage.</li> </ul>		
Action of controller	<ul style="list-style-type: none"> <li>Fixes charge temperature value and continues operation.</li> </ul>		
Problem that appears on machine	<ul style="list-style-type: none"> <li>Exhaust gas becomes white.</li> <li>Engine protection function based on boost temperature does not work</li> </ul>		
Related information	<ul style="list-style-type: none"> <li>Signal voltage on boost temperature side of boost pressure/temperature sensor can be checked with monitoring function. (Code: 18501 Boost temperature sensor voltage)</li> <li>Method of reproducing failure code: Turn starting switch ON.</li> </ul>		

	Cause		Standard value in normal state/Remarks on troubleshooting		
	Possible causes and standard value in normal state	1	Defective boost pressure/temperature sensor [temperature signal system]	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.	
BOOST PRESS & IMT (male)				Resistance	
Between (2) – (1)				0.18 – 160 kΩ	
2		Disconnection in wiring harness (Disconnection in wiring or defective contact in connector)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.		
			Wiring harness between CE01 (female) (23) – BOOST PRESS & IMT (female) (2)	Resistance	Max. 10 Ω
			Wiring harness between CE01 (female) (47) – JC02 – BOOST PRESS & IMT (female) (1)	Resistance	Max. 10 Ω
3		Short circuit in wiring harness (with another wiring harness)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.		
			Wiring harness between CE01 (female) (23) – each of CE01 (female) pins (With all wiring harness connectors disconnected)	Resistance	Min. 100 kΩ
4		Defective wiring harness connector	Connecting parts between boost pressure/temperature sensor – engine wiring harness – engine controller may be defective. Check them directly. <ul style="list-style-type: none"> <li>Looseness of connector, breakage of lock, or breakage of seal</li> <li>Corrosion, bend, breakage, push-in, or expansion of pin</li> <li>Moisture or dirt in connector or defective insulation</li> </ul>		
5		Defective engine controller	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.		
			CE01 (female)	Resistance	
			Between (23) – (47)	0.18 – 160 kΩ	



**Circuit diagram related to boost pressure/temperature sensor (Combination sensor)**

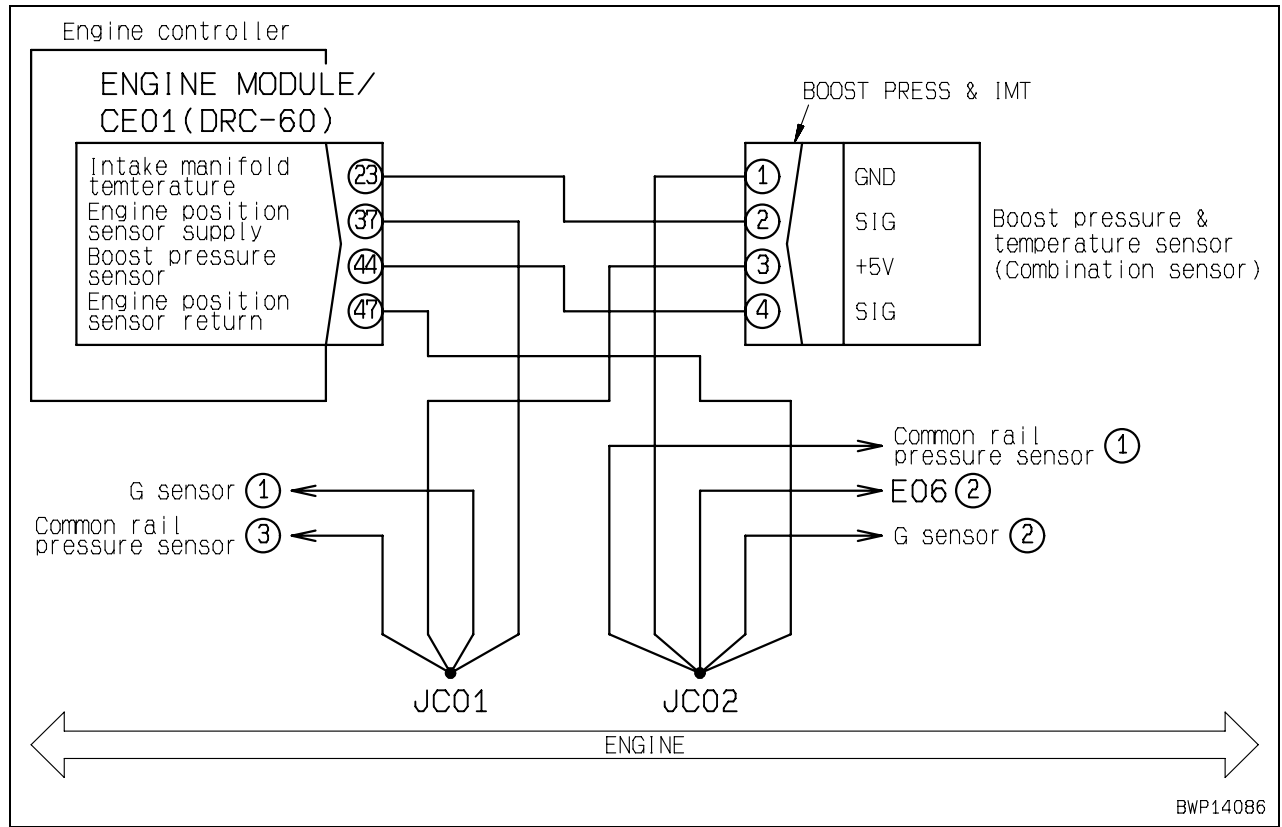


## Failure code [CA154] Chg Air Temp Sensor Low Error

User code	Failure code	Trouble	Charge air temperature sensor low error (Engine controller system)
<b>E15</b>	<b>CA154</b>		
Contents of trouble	<ul style="list-style-type: none"> <li>Temperature signal circuit of boost pressure/temperature sensor detected low voltage.</li> </ul>		
Action of controller	<ul style="list-style-type: none"> <li>Fixes charge temperature value and continues operation.</li> </ul>		
Problem that appears on machine	<ul style="list-style-type: none"> <li>Exhaust gas becomes white.</li> <li>Engine protection function based on boost temperature does not work</li> </ul>		
Related information	<ul style="list-style-type: none"> <li>Signal voltage on boost temperature side of boost pressure/temperature sensor can be checked with monitoring function. (Code: 18501 Boost temperature sensor voltage)</li> <li>Method of reproducing failure code: Turn starting switch ON.</li> </ul>		

	Cause		Standard value in normal state/Remarks on troubleshooting		
	Possible causes and standard value in normal state	1	Defective boost pressure/temperature sensor [temperature signal system]	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.	
BOOST PRESS & IMT (male)				Resistance	
Between (2) – (1)				0.18 – 160 kΩ	
Between (2) – chassis ground				Min. 100 kΩ	
2		Ground fault in wiring harness (Short circuit with GND circuit)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.		
			Wiring harness between CE01 (female) (23) – BOOST PRESS & IMT (female) (2)	Resistance	Min. 100 kΩ
3		Short circuit in wiring harness (with another wiring harness)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.		
			Wiring harness between CE01 (female) (23) – each of CE01 (female) pins (With all wiring harness connectors disconnected)	Resistance	Min. 100 kΩ
4		Defective wiring harness connector	Connecting parts between boost pressure/temperature sensor – engine wiring harness – engine controller may be defective. Check them directly. <ul style="list-style-type: none"> <li>Looseness of connector, breakage of lock, or breakage of seal</li> <li>Corrosion, bend, breakage, push-in, or expansion of pin</li> <li>Moisture or dirt in connector or defective insulation</li> </ul>		
5		Defective engine controller	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.		
			CE01 (female)	Resistance	
			Between (23) – (47)	0.18 – 160 kΩ	
			Between (23) – chassis ground	Min. 100 kΩ	

**Circuit diagram related to boost pressure/temperature sensor (Combination sensor)**



## Failure code [CA155] Chg Air Temp High Speed Derate

User code	Failure code	Trouble	Charge air temperature high speed derate (Engine controller system)
<b>E11</b>	<b>CA155</b>		
Contents of trouble	<ul style="list-style-type: none"> <li>Temperature signal of boost pressure/temperature sensor exceeded control upper temperature limit.</li> </ul>		
Action of controller	<ul style="list-style-type: none"> <li>Limits output and continues operation.</li> </ul>		
Problem that appears on machine	<ul style="list-style-type: none"> <li>Engine output lowers.</li> <li>Engine stops.</li> </ul>		
Related information	<ul style="list-style-type: none"> <li>Boost temperature can be checked with monitoring function. (Code: 18500 Boost temperature)</li> <li>Method of reproducing failure code: Start engine</li> </ul>		

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting
	1	Lowering of cooling performance of aftercooler	Cooling performance of aftercooler may be low. Check following points directly. <ul style="list-style-type: none"> <li>Looseness and breakage of fan belt.</li> <li>Insufficiency of cooling air</li> <li>Clogging of aftercooler fins</li> </ul>
2	Abnormal rise of turbocharger outlet temperature	Outlet temperature of turbocharger may be abnormally high. Check related parts directly.	
3	Defective engine controller	If causes 1 – 2 are not detected, engine controller may be defective. (Since trouble is in system, troubleshooting cannot be carried out.)	

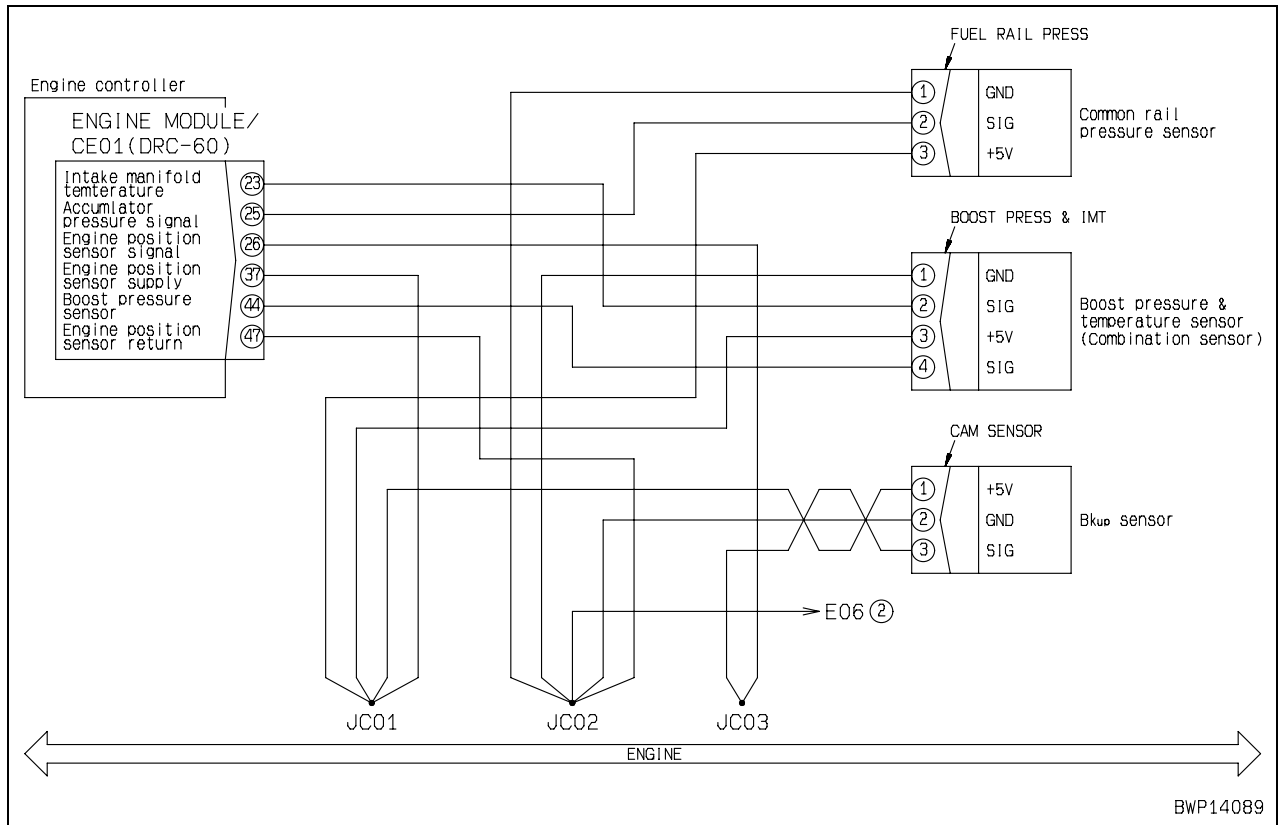


### Failure code [CA187] Sens Supply 2 Volt Low Error

User code	Failure code	Trouble	Sensor power supply 2 voltage low error (Engine controller system)
<b>E15</b>	<b>CA187</b>		
Contents of trouble	<ul style="list-style-type: none"> <li>Low voltage was detected in sensor power supply 2 circuit.</li> </ul>		
Action of controller	<ul style="list-style-type: none"> <li>Fixes boost pressure value and continues operation.</li> <li>Fixes charge temperature value and continues operation.</li> <li>Limits output and continues operation.</li> </ul>		
Problem that appears on machine	<ul style="list-style-type: none"> <li>Engine output lowers.</li> </ul>		
Related information	<ul style="list-style-type: none"> <li>Method of reproducing failure code: Turn starting switch ON.</li> </ul>		

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting		
	1	Defective sensor or wiring harness	Disconnect sensors and wiring harness at right in order and carry out operation to reproduce trouble. If "E" of failure code goes off when a sensor or wiring harness is disconnected, that sensor or wiring harness is defective.	★ Disconnect connector with starting switch OFF, then turn starting switch ON and carry out troubleshooting.	
Boost pressure/temperature sensor				BOOST PRESS & IMT	
Common rail pressure sensor				FUEL RAIL PRESS	
Bkup sensor				CAM SENSOR	
2	Defective wiring harness connector	Connecting parts between each sensor – engine wiring harness – engine controller may be defective. Check them directly. <ul style="list-style-type: none"> <li>Looseness of connector, breakage of lock, or breakage of seal</li> <li>Corrosion, bend, breakage, push-in, or expansion of pin</li> <li>Moisture or dirt in connector or defective insulation</li> </ul>	Engine wiring harness		
			CE01		
3	Defective engine controller	If causes 1 – 2 are not detected, engine controller may be defective. (Since trouble is in system, troubleshooting cannot be carried out.)			

Circuit diagram related to sensor power supply 2



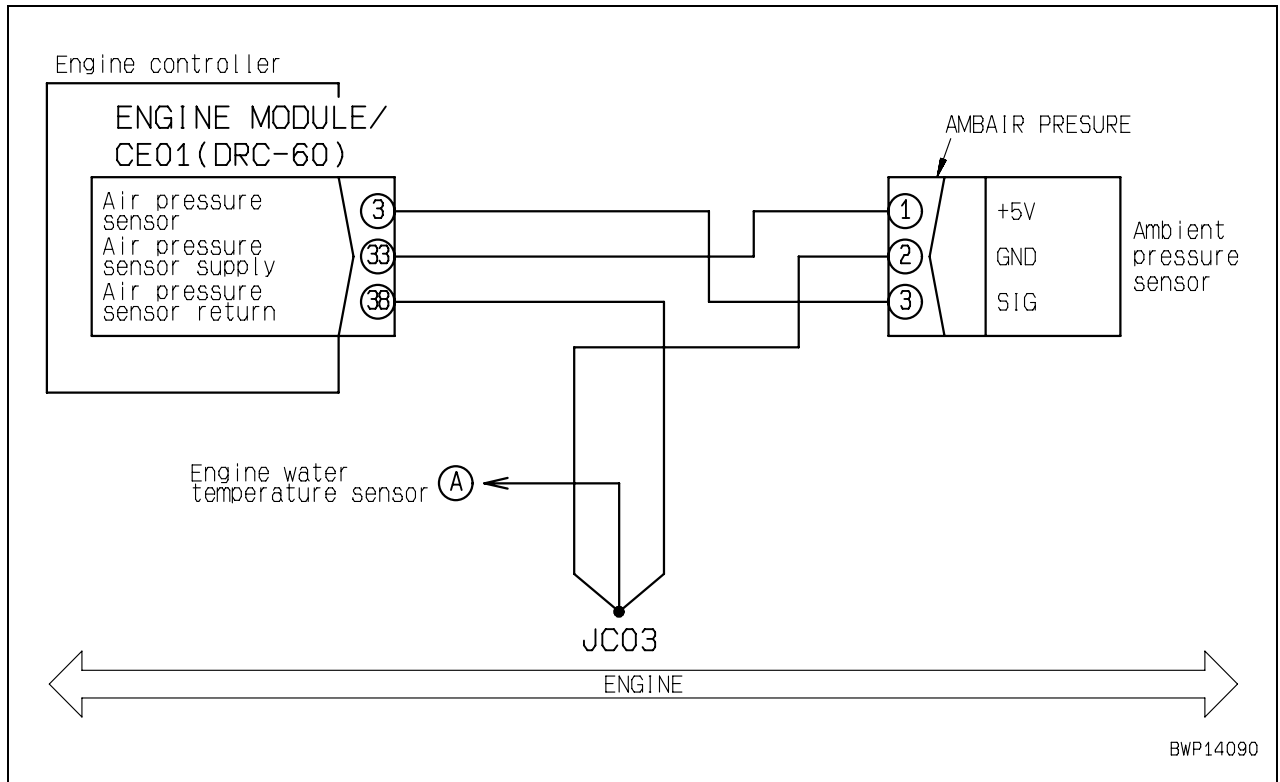
### Failure code [CA221] Ambient Press Sens High Error

User code	Failure code	Trouble	Ambient pressure sensor high error (Engine controller system)
<b>E11</b>	<b>CA221</b>		
Contents of trouble	<ul style="list-style-type: none"> <li>High voltage was detected in signal circuit of ambient pressure sensor.</li> </ul>		
Action of controller	<ul style="list-style-type: none"> <li>Fixes ambient pressure value and continues operation.</li> </ul>		
Problem that appears on machine	<ul style="list-style-type: none"> <li>Engine does not start easily.</li> <li>Engine output lowers.</li> </ul>		
Related information	<ul style="list-style-type: none"> <li>Signal voltage of ambient pressure sensor can be checked with monitoring function. (Code: 37401 Ambient pressure sensor voltage)</li> <li>Method of reproducing failure code: Turn starting switch ON.</li> </ul>		

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting		
		1	Defective sensor power supply 1 system	If failure code [CA386] is also indicated, carry out troubleshooting for it first.	
2		Defective ambient pressure sensor	★ Prepare with starting switch OFF, then turn starting switch ON and carry out troubleshooting.		
			AMBAIR PRESURE		Voltage
			Between (1) – (2)	Power supply	4.75 – 5.25V
Voltage is measured with wiring harness connected. Accordingly, if voltage is abnormal, check wiring harness and controller, too, for another cause of trouble, and then judge.					
3		Hot short (Short circuit with 5V/24V circuit) in wiring harness	★ Prepare with starting switch OFF, then turn starting switch ON and carry out troubleshooting.		
	Wiring harness between CE01 (female) (3) – AMBAIR PRESURE (female) (3)		Voltage	Max. 1 V	
4	Short circuit in wiring harness (with another wiring harness)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.			
		Wiring harness between CE01 (female) (3) – AMBAIR PRESURE (female) (3) and between CE01 (female) (33) – AMBAIR PRESURE (female) (1)	Resistance	Min. 100 kΩ	
5	Defective wiring harness connector	Connecting parts between ambient pressure sensor – engine wiring harness – engine controller may be defective. Check them directly. <ul style="list-style-type: none"> <li>Looseness of connector, breakage of lock, or breakage of seal</li> <li>Corrosion, bend, breakage, push-in, or expansion of pin</li> <li>Moisture or dirt in connector or defective insulation</li> </ul>			
6	Defective engine controller	★ Prepare with starting switch OFF, then turn starting switch ON and carry out troubleshooting.			
		CE01		Voltage	
Between (33) – (38)		Voltage	4.75 – 5.25 V		



Circuit diagram related to ambient pressure sensor

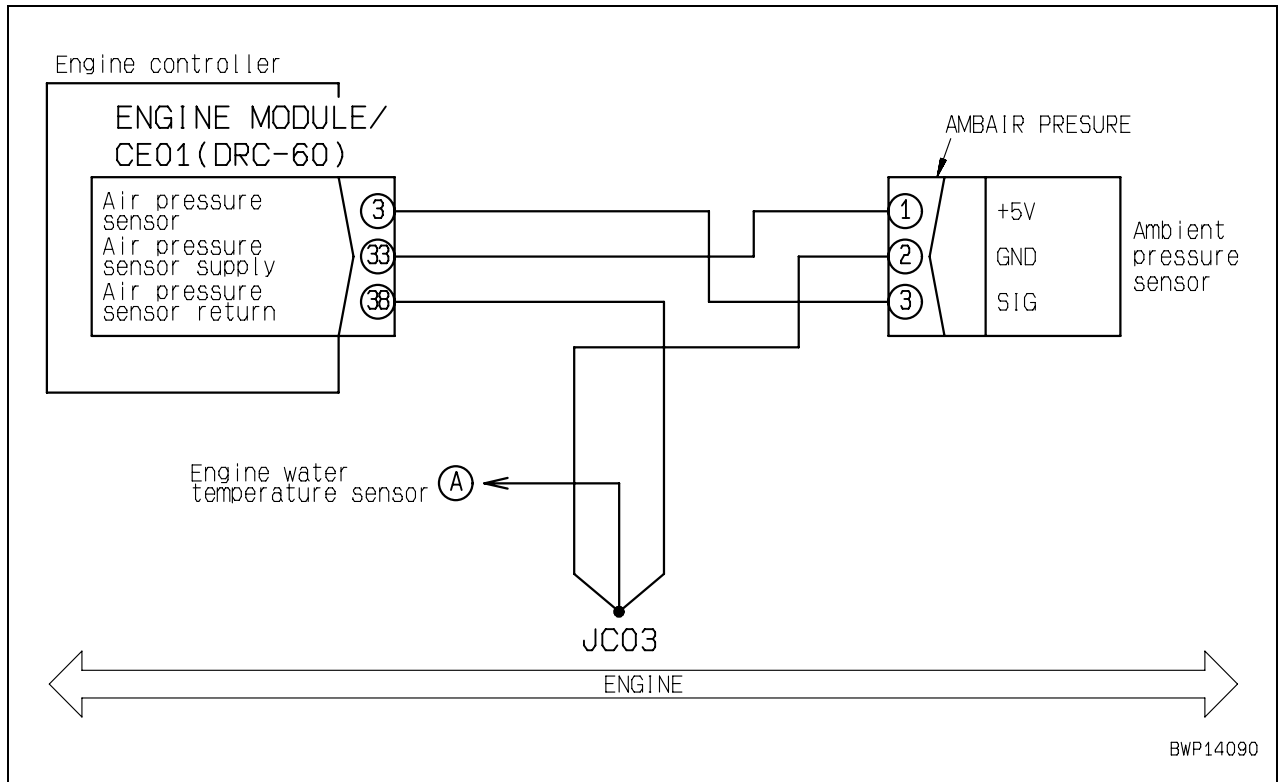


### Failure code [CA222] Ambient Press Sens Low Error

User code	Failure code	Trouble	Ambient pressure sensor low error (Engine controller system)
<b>E11</b>	<b>CA222</b>		
Contents of trouble	<ul style="list-style-type: none"> <li>Low voltage was detected in signal circuit of ambient pressure sensor.</li> </ul>		
Action of controller	<ul style="list-style-type: none"> <li>Fixes ambient pressure value and continues operation.</li> </ul>		
Problem that appears on machine	<ul style="list-style-type: none"> <li>Engine does not start easily.</li> <li>Engine output lowers.</li> </ul>		
Related information	<ul style="list-style-type: none"> <li>Signal voltage of ambient pressure sensor can be checked with monitoring function. (Code: 37401 Ambient pressure sensor voltage)</li> <li>Method of reproducing failure code: Turn starting switch ON.</li> </ul>		

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting		
		1	Defective sensor power supply 1 system	If failure code [CA352] is also indicated, carry out troubleshooting for it first.	
2		Defective ambient pressure sensor	★ Prepare with starting switch OFF, then turn starting switch ON and carry out troubleshooting.		
			AMBAIR PRESURE		Voltage
			Between (1) – (2)	Power supply	4.75 – 5.25V
Voltage is measured with wiring harness connected. Accordingly, if voltage is abnormal, check wiring harness and controller, too, for another cause of trouble, and then judge.					
3		Ground fault in wiring harness (Short circuit with GND circuit)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.		
	Wiring harness between CE01 (female) (3) – AMBAIR PRESURE (female) (3)		Resistance	Min. 100 kΩ	
4	Short circuit in wiring harness (with another wiring harness)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.			
		Wiring harness between CE01 (female) (3) – AMBAIR PRESURE (female) (3) and between CE01 (female) (38) – JC03 – AMBAIR PRESURE (female) (2)	Resistance	Min. 100 kΩ	
5	Defective wiring harness connector	Connecting parts between ambient pressure sensor – engine wiring harness – engine controller may be defective. Check them directly. <ul style="list-style-type: none"> <li>Looseness of connector, breakage of lock, or breakage of seal</li> <li>Corrosion, bend, breakage, push-in, or expansion of pin</li> <li>Moisture or dirt in connector or defective insulation</li> </ul>			
6	Defective engine controller	★ Prepare with starting switch OFF, then turn starting switch ON and carry out troubleshooting.			
		CE01		Voltage	
		Between (33) – (38)	Voltage	4.75 – 5.25 V	

Circuit diagram related to ambient pressure sensor

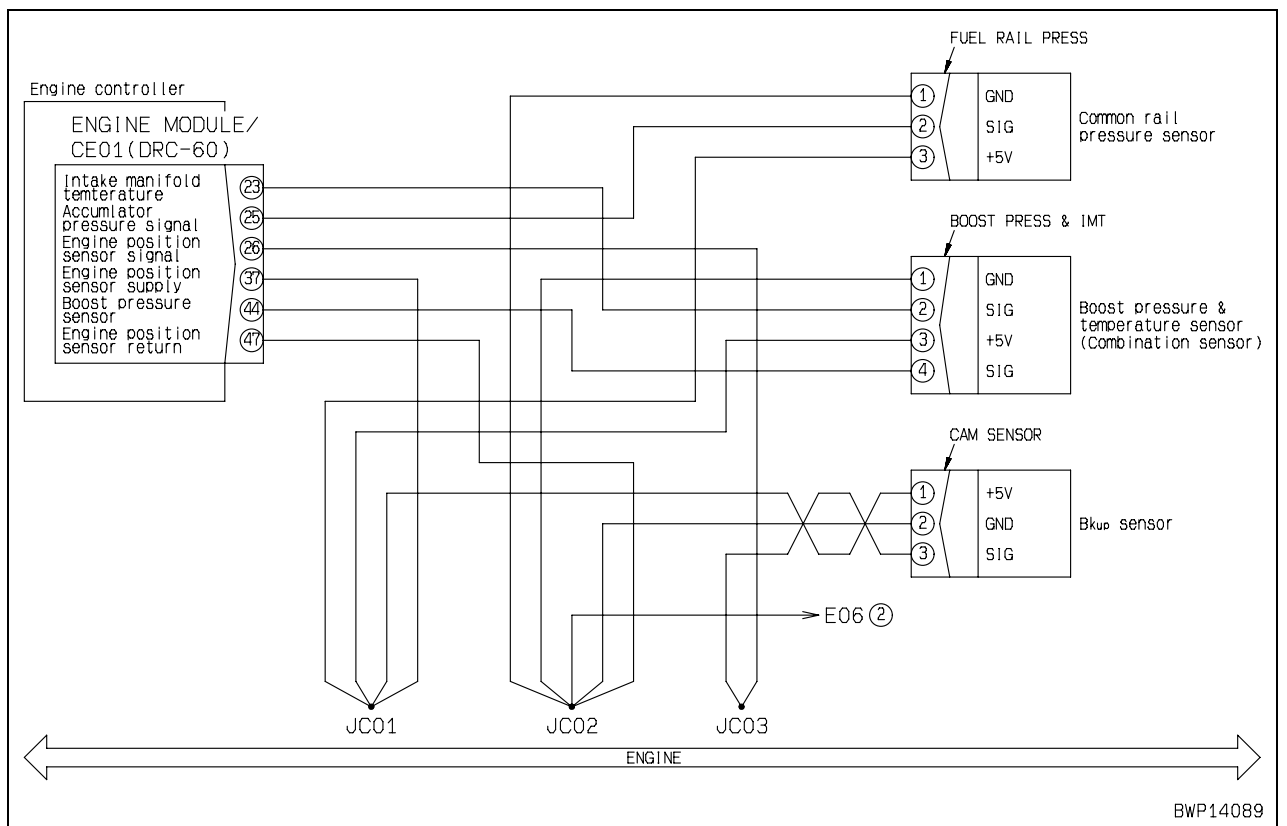


### Failure code [CA227] Sens Supply 2 Volt High Error

User code	Failure code	Trouble	Sensor power supply 2 voltage high error (Engine controller system)
E15	CA227		
Contents of trouble	<ul style="list-style-type: none"> <li>High voltage was detected in sensor power supply 2 circuit.</li> </ul>		
Action of controller	<ul style="list-style-type: none"> <li>Fixes boost pressure value and continues operation.</li> <li>Fixes charge temperature value and continues operation.</li> <li>Limits output and continues operation.</li> </ul>		
Problem that appears on machine	<ul style="list-style-type: none"> <li>Engine output lowers.</li> </ul>		
Related information	<ul style="list-style-type: none"> <li>Method of reproducing failure code: Turn starting switch ON.</li> </ul>		

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting
	1	Defective wiring harness connector	
2	Defective engine controller	If cause 1 is not detected, engine controller may be defective. (Since trouble is in system, troubleshooting cannot be carried out.)	

### Circuit diagram related to sensor power supply 2



## Failure code [CA234] Eng Overspeed

User code	Failure code	Trouble	Engine overspeed (Engine controller system)
—	<b>CA234</b>		
Contents of trouble	<ul style="list-style-type: none"> <li>Engine speed exceeded control upper speed limit.</li> </ul>		
Action of controller	<ul style="list-style-type: none"> <li>Stops injection until engine speed lowers to normal level.</li> </ul>		
Problem that appears on machine	<ul style="list-style-type: none"> <li>Engine speed fluctuates.</li> </ul>		
Related information	<ul style="list-style-type: none"> <li>Engine speed can be checked with monitoring function. (Code: 01002 Engine speed)</li> <li>Method of reproducing failure code: Run engine at high idle.</li> </ul>		

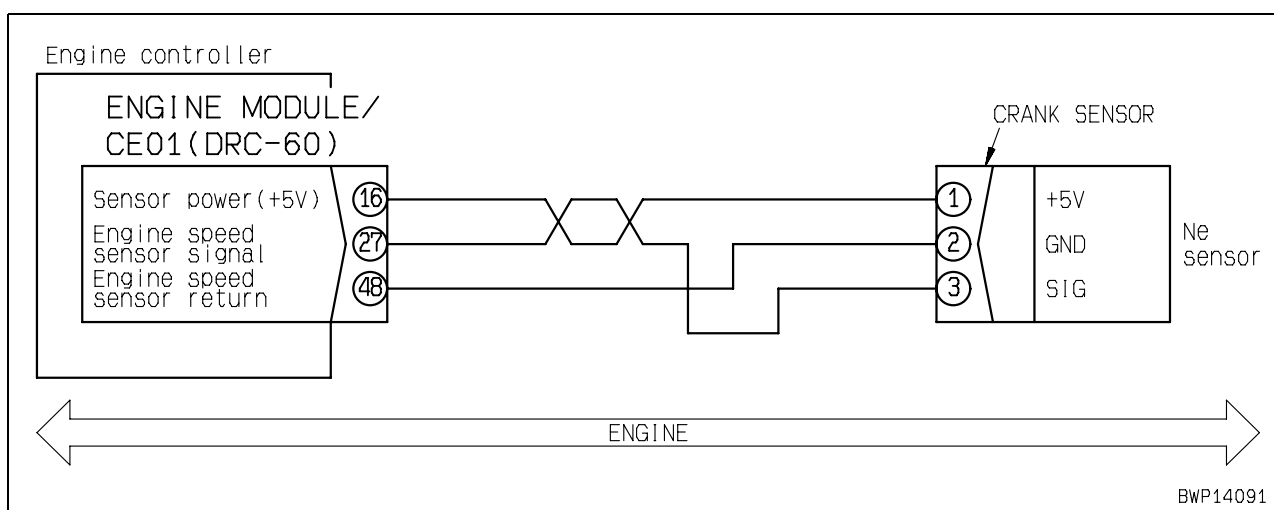
Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting
	1	Use of improper fuel	Fuel used may be improper. Check it directly.
2	Improper use	Machine may be used improperly. Teach operator proper using method.	
3	Defective engine controller	If cause 1 is not detected, engine controller may be defective. (Since trouble is in system, troubleshooting cannot be carried out.)	

### Failure code [CA238] Ne Speed Sens Supply Volt Error

User code	Failure code	Trouble	Ne speed sensor power supply voltage error (Engine controller system)
<b>E15</b>	<b>CA238</b>		
Contents of trouble	<ul style="list-style-type: none"> <li>Low voltage was detected in power supply circuit of engine Ne speed sensor.</li> </ul>		
Action of controller	<ul style="list-style-type: none"> <li>Continues control with signal from engine Bkup speed sensor.</li> </ul>		
Problem that appears on machine	<ul style="list-style-type: none"> <li>Engine does not start easily.</li> <li>Engine hunts.</li> </ul>		
Related information	<ul style="list-style-type: none"> <li>Method of reproducing failure code: Turn starting switch ON.</li> </ul>		

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting		
		1	Defective sensor or wiring harness	★ Disconnect connector with starting switch OFF, then turn starting switch ON and carry out troubleshooting.	
Disconnect sensor and wiring harness at right in order and carry out operation to reproduce trouble. If "E" of failure code goes off when sensor or wiring harness is disconnected, that sensor or wiring harness is defective.				<table border="1"> <tr> <td>Ne speed sensor</td> <td>CRANK SENSOR</td> </tr> <tr> <td>Engine wiring harness</td> <td>CE01</td> </tr> </table>	Ne speed sensor
Ne speed sensor	CRANK SENSOR				
Engine wiring harness	CE01				
	2	Defective wiring harness connector	Connecting parts between each sensor – engine wiring harness – engine controller may be defective. Check them directly. <ul style="list-style-type: none"> <li>Looseness of connector, breakage of lock, or breakage of seal</li> <li>Corrosion, bend, breakage, push-in, or expansion of pin</li> <li>Moisture or dirt in connector or defective insulation</li> </ul>		

#### Circuit diagram related to engine Ne speed sensor

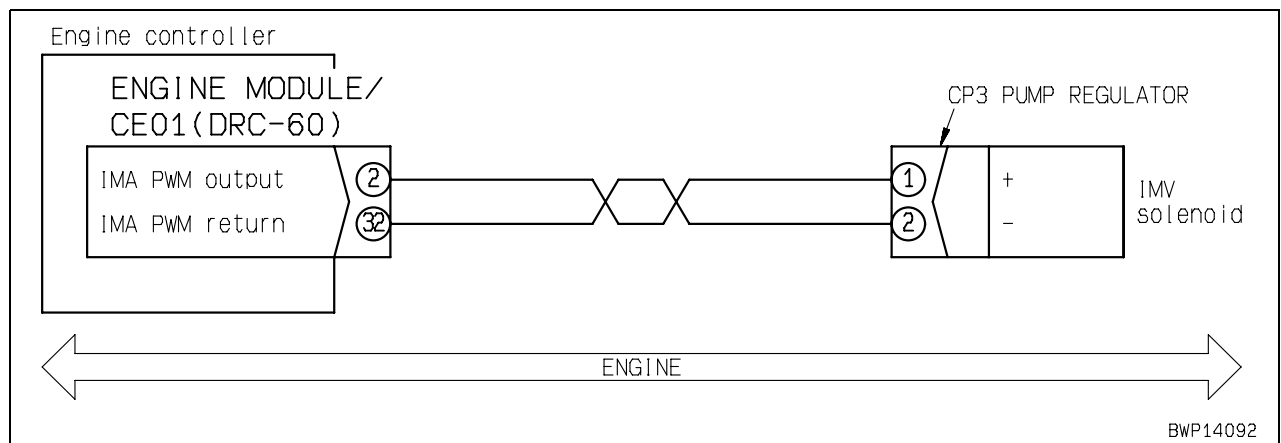


### Failure code [CA271] IMV/PCV1 Short Error

User code	Failure code	Trouble	IMV/PCV1 short circuit error (Engine controller system)
<b>E10</b>	<b>CA271</b>		
Contents of trouble	<ul style="list-style-type: none"> <li>Short circuit was detected in drive circuit of supply pump actuator.</li> </ul>		
Action of controller	<ul style="list-style-type: none"> <li>None in particular.</li> </ul>		
Problem that appears on machine	<ul style="list-style-type: none"> <li>Engine speed does not rise from low idle.</li> <li>Engine output lowers.</li> <li>Common rail fuel pressure rises above command value.</li> </ul>		
Related information	<ul style="list-style-type: none"> <li>Method of reproducing failure code: Turn starting switch ON.</li> </ul>		

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting		
		1	Defective supply pump actuator	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.	
CP3 PUMP REGULATOR (male)				Resistance	
Between (1) – chassis ground				Min. 100 kΩ	
2		Ground fault in wiring harness (Short circuit with GND circuit)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.		
			Wiring harness between CE01 (female) (2) – CP3 PUMP REGULATOR (female) (1)	Resistance	Min. 100 kΩ
3		Short circuit in wiring harness (with another wiring harness)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.		
			Wiring harness between CE01 (female) (2) – each of CE01 (female) pins (With all wiring harness connectors disconnected)	Resistance	Min. 100 kΩ
4		Defective wiring harness connector	Connecting parts between supply pump actuator – engine wiring harness – engine controller may be defective. Check them directly. <ul style="list-style-type: none"> <li>Looseness of connector, breakage of lock, or breakage of seal</li> <li>Corrosion, bend, breakage, push-in, or expansion of pin</li> <li>Moisture or dirt in connector or defective insulation</li> </ul>		
5		Defective engine controller	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.		
			CE01 (female)	Resistance	
	Between (2) – chassis ground		Min. 100 kΩ		

#### Circuit diagram related to supply pump actuator (metering unit)

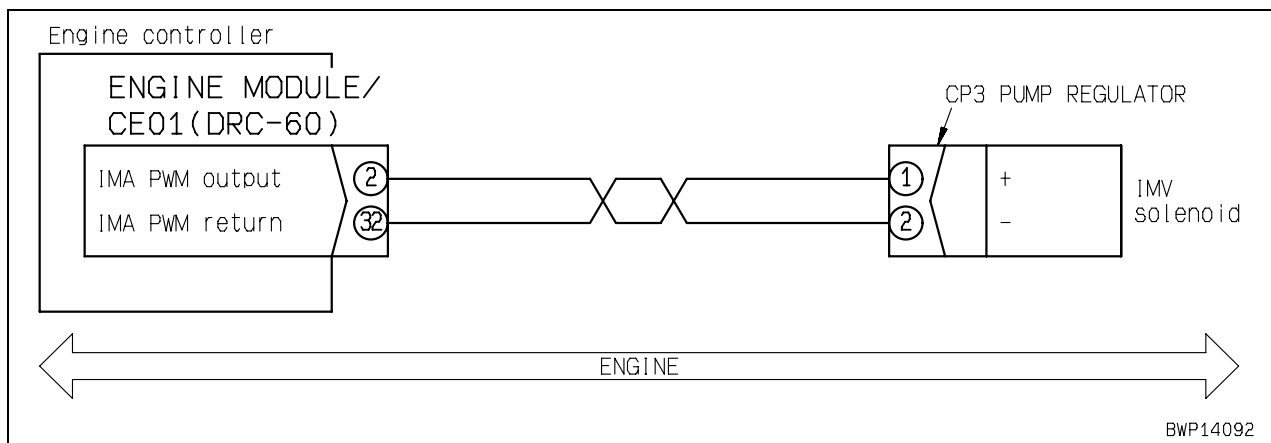


### Failure code [CA272] IMV/PCV1 Open Error

User code <b>E10</b>	Failure code <b>CA272</b>	Trouble	IMV/PCV1 open error (Engine controller system)
Contents of trouble	<ul style="list-style-type: none"> <li>Opening was detected in drive circuit of supply pump actuator.</li> </ul>		
Action of controller	<ul style="list-style-type: none"> <li>None in particular.</li> </ul>		
Problem that appears on machine	<ul style="list-style-type: none"> <li>Engine runs but its operation is unstable.</li> <li>Common rail fuel pressure rises above command value.</li> </ul>		
Related information	<ul style="list-style-type: none"> <li>Method of reproducing failure code: Turn starting switch ON.</li> </ul>		

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting		
	Possible causes and standard value in normal state	1	Defective supply pump actuator	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.	
CP3 PUMP REGULATOR (male)				Resistance	
Between (1) – (2)				Max. 5 Ω	
2		Disconnection in wiring harness (Disconnection in wiring or defective contact in connector)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.		
			Wiring harness between CE01 (female) (2) – CP3 PUMP REGULATOR (female) (1)	Resistance	Max. 10 Ω
			Wiring harness between CE01 (female) (32) – CP3 PUMP REGULATOR (female) (2)	Resistance	Max. 10 Ω
3	Hot short (Short circuit with 24V circuit) in wiring harness	★ Prepare with starting switch OFF, then turn starting switch ON and carry out troubleshooting.			
		Wiring harness between CE01 (female) (2) – CP3 PUMP REGULATOR (female) (1)	Voltage	Max. 3 V	
4	Short circuit in wiring harness (with another wiring harness)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.			
		Wiring harness between CE01 (female) (2) – each of CE01 (female) pins (With all wiring harness connectors disconnected)	Resistance	Min. 100 kΩ	
5	Defective wiring harness connector	Connecting parts between supply pump actuator – engine wiring harness – engine controller may be defective. Check them directly. <ul style="list-style-type: none"> <li>Looseness of connector, breakage of lock, or breakage of seal</li> <li>Corrosion, bend, breakage, push-in, or expansion of pin</li> <li>Moisture or dirt in connector or defective insulation</li> </ul>			
6	Defective engine controller	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.			
		CE01 (female)	Resistance		
		Between (2) – (32)	Max. 5 Ω		

#### Circuit diagram related to supply pump actuator (metering unit)





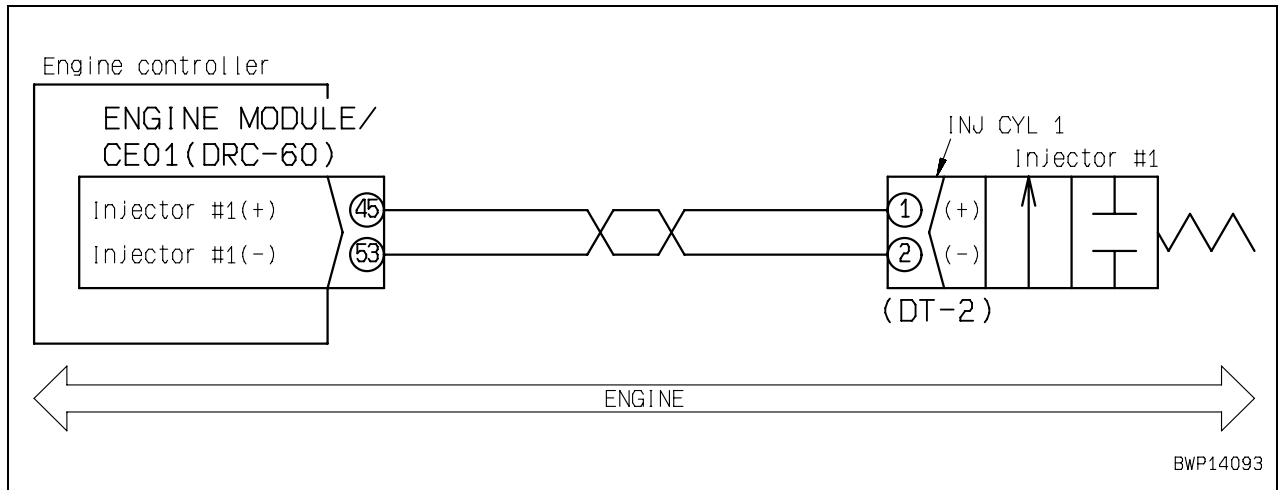


## Failure code [CA322] Inj #1 (L#1) Open/Short Error

User code	Failure code	Trouble	Injector #1 (L#1) open/short circuit error (Engine controller system)
<b>E11</b>	<b>CA322</b>		
Contents of trouble	<ul style="list-style-type: none"> <li>Opening or short circuit was detected in drive circuit of No. 1 injector.</li> </ul>		
Action of controller	<ul style="list-style-type: none"> <li>None in particular.</li> </ul>		
Problem that appears on machine	<ul style="list-style-type: none"> <li>Combustion becomes irregular or engine hunts.</li> <li>Engine output lowers.</li> </ul>		
Related information	<ul style="list-style-type: none"> <li>Method of reproducing failure code: Start engine.</li> </ul>		

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting		
		1	Defective engine controller	If following failure codes are also displayed, trouble is in engine controller. [CA322], [CA324], [CA331]	
2		Defective No. 1 injector	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.		
			INJ CYL 1 (male)	Resistance	
			Between (1) – (2)	Max. 2 Ω	
			Between (1) – chassis ground	Min. 100 kΩ	
3		Disconnection in wiring harness (Disconnection in wiring or defective contact in connector)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.		
			Wiring harness between CE01 (female) (45) – INJ CYL 1 (female) (1)	Resistance	Max. 2 Ω
			Wiring harness between CE01 (female) (53) – INJ CYL 1 (female) (2)	Resistance	Max. 2 Ω
4		Ground fault in wiring harness (Short circuit with GND circuit)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.		
			Wiring harness between CE01 (female) (45) – INJ CYL 1 (female) (1)	Resistance	Max. 2 Ω
5		Short circuit in wiring harness (with another wiring harness)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.		
			Wiring harness between CE01 (female) (45) – each of CE01 (female) pins (With all wiring harness connectors disconnected)	Resistance	Min. 100 kΩ
			Wiring harness between CE01 (female) (53) – each of CE01 (female) pins (With all wiring harness connectors disconnected)	Resistance	Min. 100 kΩ
6		Defective wiring harness connector	Connecting parts between No. 1 injector – engine wiring harness – engine controller may be defective. Check them directly. <ul style="list-style-type: none"> <li>Looseness of connector, breakage of lock, or breakage of seal</li> <li>Corrosion, bend, breakage, push-in, or expansion of pin</li> <li>Moisture or dirt in connector or defective insulation</li> </ul>		
7	Defective engine controller	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.			
		CE01 (female)	Resistance		
		Between (45) – (53)	Max. 2 Ω		
		Between (45) – chassis ground	Min. 100 kΩ		

Circuit diagram related to No. 1 injector

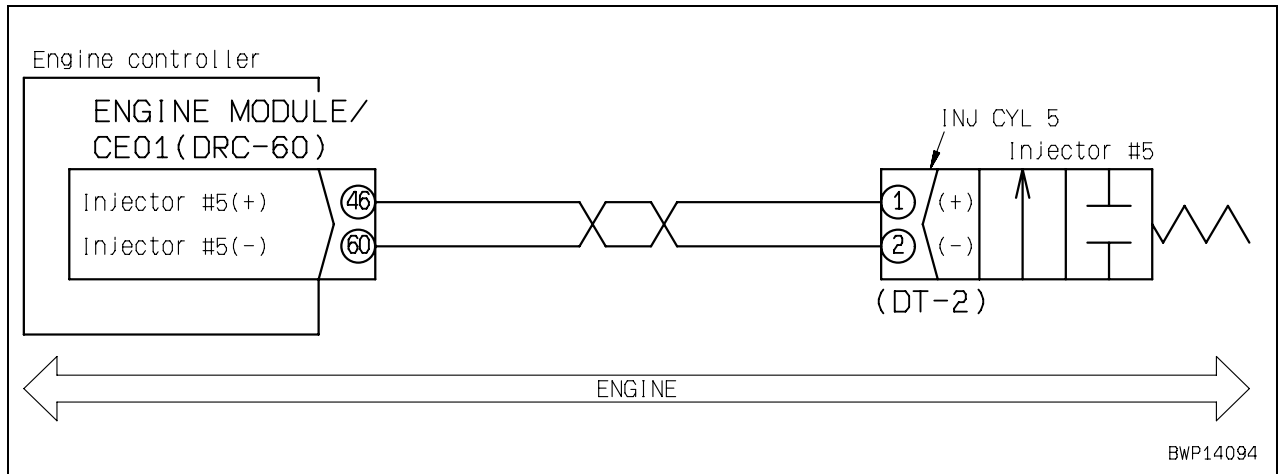


## Failure code [CA323] Inj #5 (L#5) Open/Short Error

User code	Failure code	Trouble	Injector #5 (L#5) open/short circuit error (Engine controller system)
<b>E11</b>	<b>CA323</b>		
Contents of trouble	<ul style="list-style-type: none"> <li>Opening or short circuit was detected in drive circuit of No. 5 injector.</li> </ul>		
Action of controller	<ul style="list-style-type: none"> <li>None in particular.</li> </ul>		
Problem that appears on machine	<ul style="list-style-type: none"> <li>Combustion becomes irregular or engine hunts.</li> <li>Engine output lowers.</li> </ul>		
Related information	<ul style="list-style-type: none"> <li>Method of reproducing failure code: Start engine.</li> </ul>		

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting		
		1	Defective engine controller	If following failure codes are also displayed, trouble is in engine controller. [CA323], [CA325], [CA332]	
2		Defective No. 5 injector	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.		
			INJ CYL 5 (male)	Resistance	
			Between (1) – (2)	Max. 2 Ω	
			Between (1) – chassis ground	Min. 100 kΩ	
3		Disconnection in wiring harness (Disconnection in wiring or defective contact in connector)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.		
			Wiring harness between CE01 (female) (46) – INJ CYL 5 (female) (1)	Resistance	Max. 2 Ω
			Wiring harness between CE01 (female) (60) – INJ CYL 5 (female) (2)	Resistance	Max. 2 Ω
4		Ground fault in wiring harness (Short circuit with GND circuit)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.		
			Wiring harness between CE01 (female) (46) – INJ CYL 5 (female) (1)	Resistance	Max. 2 Ω
5		Short circuit in wiring harness (with another wiring harness)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.		
			Wiring harness between CE01 (female) (46) – each of CE01 (female) pins (With all wiring harness connectors disconnected)	Resistance	Min. 100 kΩ
			Wiring harness between CE01 (female) (60) – each of CE01 (female) pins (With all wiring harness connectors disconnected)	Resistance	Min. 100 kΩ
6		Defective wiring harness connector	Connecting parts between No. 5 injector – engine wiring harness – engine controller may be defective. Check them directly. <ul style="list-style-type: none"> <li>Looseness of connector, breakage of lock, or breakage of seal</li> <li>Corrosion, bend, breakage, push-in, or expansion of pin</li> <li>Moisture or dirt in connector or defective insulation</li> </ul>		
7	Defective engine controller	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.			
		CE01 (female)	Resistance		
		Between (46) – (60)	Max. 2 Ω		
		Between (46) – chassis ground	Min. 100 kΩ		

Circuit diagram related to No. 5 injector

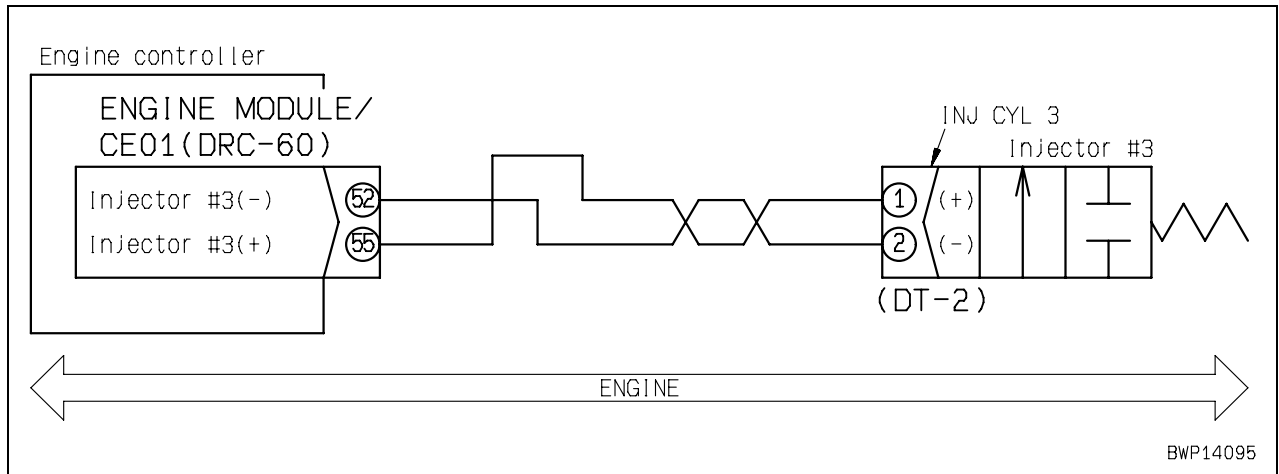


### Failure code [CA324] Inj #3 (L#3) Open/Short Error

User code	Failure code	Trouble	Injector #3 (L#3) open/short circuit error (Engine controller system)
<b>E11</b>	<b>CA324</b>		
Contents of trouble	<ul style="list-style-type: none"> <li>Opening or short circuit was detected in drive circuit of No. 3 injector.</li> </ul>		
Action of controller	<ul style="list-style-type: none"> <li>None in particular.</li> </ul>		
Problem that appears on machine	<ul style="list-style-type: none"> <li>Combustion becomes irregular or engine hunts.</li> <li>Engine output lowers.</li> </ul>		
Related information	<ul style="list-style-type: none"> <li>Method of reproducing failure code: Start engine.</li> </ul>		

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting		
		1	Defective engine controller	If following failure codes are also displayed, trouble is in engine controller. [CA322], [CA324], [CA331]	
2		Defective No. 3 injector	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.		
			INJ CYL 3 (male)	Resistance	
			Between (1) – (2)	Max. 2 Ω	
			Between (1) – chassis ground	Min. 100 kΩ	
3		Disconnection in wiring harness (Disconnection in wiring or defective contact in connector)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.		
			Wiring harness between CE01 (female) (55) – INJ CYL 3 (female) (1)	Resistance	Max. 2 Ω
			Wiring harness between CE01 (female) (52) – INJ CYL 3 (female) (2)	Resistance	Max. 2 Ω
4		Ground fault in wiring harness (Short circuit with GND circuit)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.		
			Wiring harness between CE01 (female) (55) – INJ CYL 3 (female) (1)	Resistance	Max. 2 Ω
5		Short circuit in wiring harness (with another wiring harness)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.		
			Wiring harness between CE01 (female) (55) – each of CE01 (female) pins (With all wiring harness connectors disconnected)	Resistance	Min. 100 kΩ
			Wiring harness between CE01 (female) (52) – each of CE01 (female) pins (With all wiring harness connectors disconnected)	Resistance	Min. 100 kΩ
6		Defective wiring harness connector	Connecting parts between No. 3 injector – engine wiring harness – engine controller may be defective. Check them directly. <ul style="list-style-type: none"> <li>Looseness of connector, breakage of lock, or breakage of seal</li> <li>Corrosion, bend, breakage, push-in, or expansion of pin</li> <li>Moisture or dirt in connector or defective insulation</li> </ul>		
7	Defective engine controller	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.			
		CE01 (female)	Resistance		
		Between (55) – (52)	Max. 2 Ω		
		Between (55) – chassis ground	Min. 100 kΩ		

Circuit diagram related to No. 3 injector



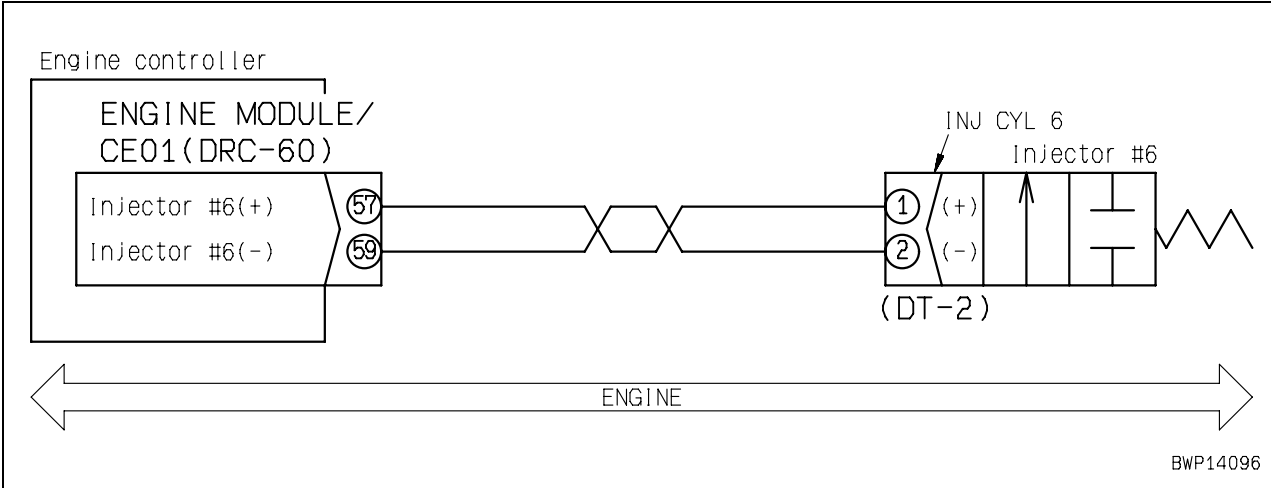
### Failure code [CA325] Inj #6 (L#6) Open/Short Error

User code	Failure code	Trouble	Injector #6 (L#6) open/short circuit error (Engine controller system)
<b>E11</b>	<b>CA325</b>		
Contents of trouble	<ul style="list-style-type: none"> <li>Opening or short circuit was detected in drive circuit of No. 6 injector.</li> </ul>		
Action of controller	<ul style="list-style-type: none"> <li>None in particular.</li> </ul>		
Problem that appears on machine	<ul style="list-style-type: none"> <li>Combustion becomes irregular or engine hunts.</li> <li>Engine output lowers.</li> </ul>		
Related information	<ul style="list-style-type: none"> <li>Method of reproducing failure code: Start engine.</li> </ul>		

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting		
		1	Defective engine controller	If following failure codes are also displayed, trouble is in engine controller. [CA323], [CA325], [CA332]	
2		Defective No. 6 injector	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.		
			INJ CYL 6 (male)	Resistance	
			Between (1) – (2)	Max. 2 Ω	
			Between (1) – chassis ground	Min. 100 kΩ	
3		Disconnection in wiring harness (Disconnection in wiring or defective contact in connector)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.		
			Wiring harness between CE01 (female) (57) – INJ CYL 6 (female) (1)	Resistance	Max. 2 Ω
			Wiring harness between CE01 (female) (59) – INJ CYL 6 (female) (2)	Resistance	Max. 2 Ω
4		Ground fault in wiring harness (Short circuit with GND circuit)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.		
			Wiring harness between CE01 (female) (57) – INJ CYL 6 (female) (1)	Resistance	Max. 2 Ω
5		Short circuit in wiring harness (with another wiring harness)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.		
			Wiring harness between CE01 (female) (57) – each of CE01 (female) pins (With all wiring harness connectors disconnected)	Resistance	Min. 100 kΩ
			Wiring harness between CE01 (female) (59) – each of CE01 (female) pins (With all wiring harness connectors disconnected)	Resistance	Min. 100 kΩ
6		Defective wiring harness connector	Connecting parts between No. 6 injector – engine wiring harness – engine controller may be defective. Check them directly. <ul style="list-style-type: none"> <li>Looseness of connector, breakage of lock, or breakage of seal</li> <li>Corrosion, bend, breakage, push-in, or expansion of pin</li> <li>Moisture or dirt in connector or defective insulation</li> </ul>		
7	Defective engine controller	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.			
		CE01 (female)	Resistance		
		Between (57) – (59)	Max. 2 Ω		
		Between (57) – chassis ground	Min. 100 kΩ		



Circuit diagram related to No. 6 injector



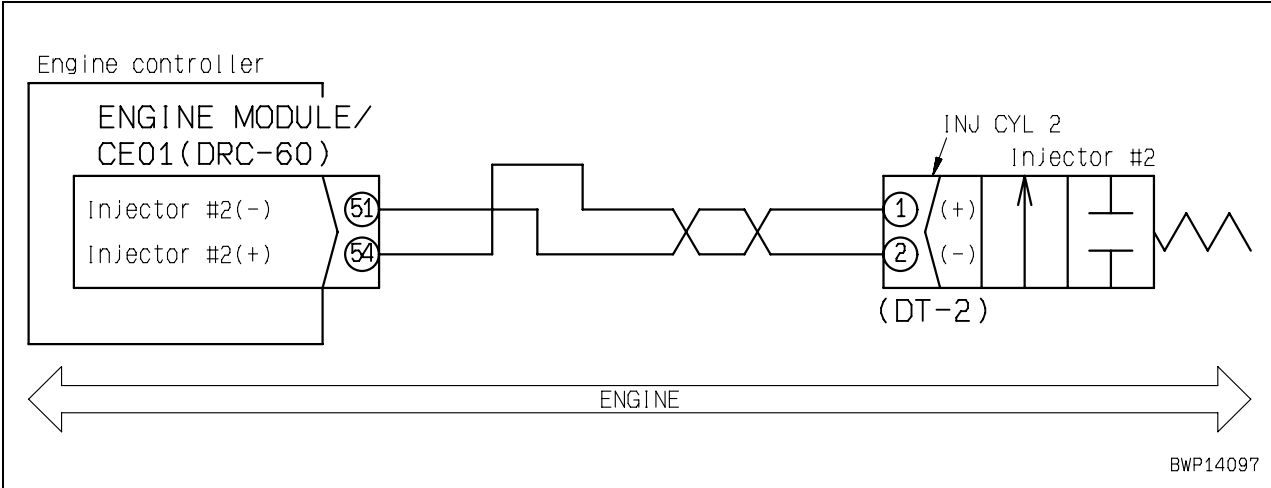
BWP14096

## Failure code [CA331] Inj #2 (L#2) Open/Short Error

User code	Failure code	Trouble	Injector #2 (L#2) open/short circuit error (Engine controller system)
<b>E11</b>	<b>CA331</b>		
Contents of trouble	<ul style="list-style-type: none"> <li>Opening or short circuit was detected in drive circuit of No. 2 injector.</li> </ul>		
Action of controller	<ul style="list-style-type: none"> <li>None in particular.</li> </ul>		
Problem that appears on machine	<ul style="list-style-type: none"> <li>Combustion becomes irregular or engine hunts.</li> <li>Engine output lowers.</li> </ul>		
Related information	<ul style="list-style-type: none"> <li>Method of reproducing failure code: Start engine.</li> </ul>		

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting		
		1	Defective engine controller	If following failure codes are also displayed, trouble is in engine controller. [CA322], [CA324], [CA331]	
2		Defective No. 2 injector	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.		
			INJ CYL 2 (male)	Resistance	
			Between (1) – (2)	Max. 2 Ω	
			Between (1) – chassis ground	Min. 100 kΩ	
3		Disconnection in wiring harness (Disconnection in wiring or defective contact in connector)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.		
			Wiring harness between CE01 (female) (54) – INJ CYL 2 (female) (1)	Resistance	Max. 2 Ω
			Wiring harness between CE01 (female) (51) – INJ CYL 2 (female) (2)	Resistance	Max. 2 Ω
4		Ground fault in wiring harness (Short circuit with GND circuit)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.		
			Wiring harness between CE01 (female) (54) – INJ CYL 2 (female) (1)	Resistance	Max. 2 Ω
5		Short circuit in wiring harness (with another wiring harness)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.		
			Wiring harness between CE01 (female) (54) – each of CE01 (female) pins (With all wiring harness connectors disconnected)	Resistance	Min. 100 kΩ
			Wiring harness between CE01 (female) (51) – each of CE01 (female) pins (With all wiring harness connectors disconnected)	Resistance	Min. 100 kΩ
6		Defective wiring harness connector	Connecting parts between No. 2 injector – engine wiring harness – engine controller may be defective. Check them directly. <ul style="list-style-type: none"> <li>Looseness of connector, breakage of lock, or breakage of seal</li> <li>Corrosion, bend, breakage, push-in, or expansion of pin</li> <li>Moisture or dirt in connector or defective insulation</li> </ul>		
7	Defective engine controller	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.			
		CE01 (female)	Resistance		
		Between (54) – (51)	Max. 2 Ω		
		Between (54) – chassis ground	Min. 100 kΩ		

Circuit diagram related to No. 2 injector

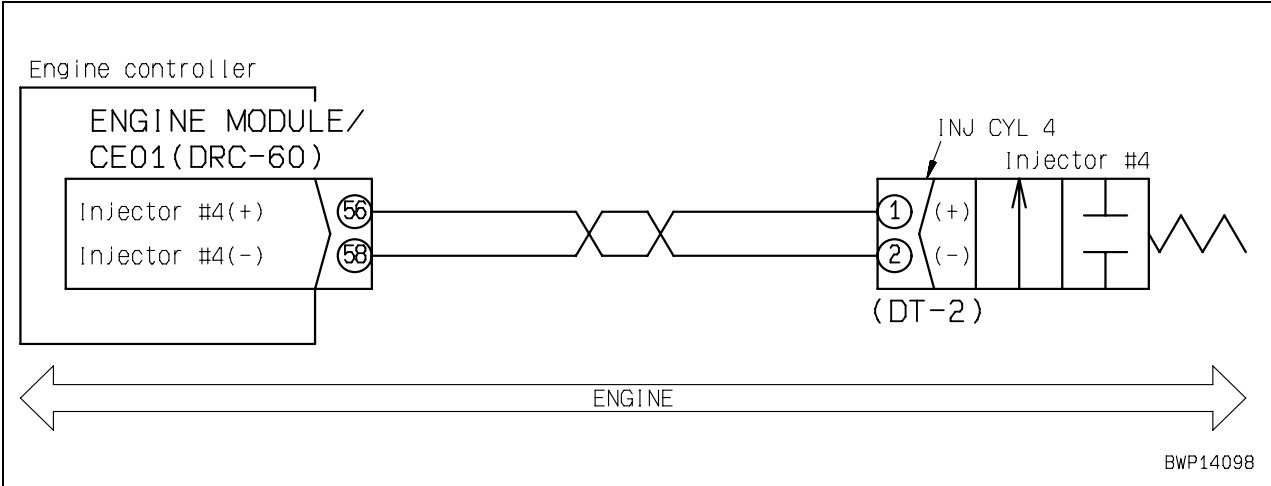


## Failure code [CA332] Inj #4 (L#4) Open/Short Error

User code	Failure code	Trouble	Injector #4 (L#4) open/short circuit error (Engine controller system)
<b>E11</b>	<b>CA332</b>		
Contents of trouble	<ul style="list-style-type: none"> <li>Opening or short circuit was detected in drive circuit of No. 4 injector.</li> </ul>		
Action of controller	<ul style="list-style-type: none"> <li>None in particular.</li> </ul>		
Problem that appears on machine	<ul style="list-style-type: none"> <li>Combustion becomes irregular or engine hunts.</li> <li>Engine output lowers.</li> </ul>		
Related information	<ul style="list-style-type: none"> <li>Method of reproducing failure code: Start engine.</li> </ul>		

	Cause		Standard value in normal state/Remarks on troubleshooting		
	Possible causes and standard value in normal state	1	Defective engine controller	If following failure codes are also displayed, trouble is in engine controller. [CA323], [CA325], [CA332]	
2		Defective No. 4 injector	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.		
			INJ CYL 4 (male)	Resistance	
			Between (1) – (2)	Max. 2 Ω	
			Between (1) – chassis ground	Min. 100 kΩ	
3		Disconnection in wiring harness (Disconnection in wiring or defective contact in connector)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.		
			Wiring harness between CE01 (female) (56) – INJ CYL 4 (female) (1)	Resistance	Max. 2 Ω
			Wiring harness between CE01 (female) (58) – INJ CYL 4 (female) (2)	Resistance	Max. 2 Ω
4		Ground fault in wiring harness (Short circuit with GND circuit)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.		
			Wiring harness between CE01 (female) (56) – INJ CYL 4 (female) (1)	Resistance	Max. 2 Ω
5		Short circuit in wiring harness (with another wiring harness)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.		
			Wiring harness between CE01 (female) (56) – each of CE01 (female) pins (With all wiring harness connectors disconnected)	Resistance	Min. 100 kΩ
			Wiring harness between CE01 (female) (58) – each of CE01 (female) pins (With all wiring harness connectors disconnected)	Resistance	Min. 100 kΩ
6		Defective wiring harness connector	Connecting parts between No. 4 injector – engine wiring harness – engine controller may be defective. Check them directly. <ul style="list-style-type: none"> <li>Looseness of connector, breakage of lock, or breakage of seal</li> <li>Corrosion, bend, breakage, push-in, or expansion of pin</li> <li>Moisture or dirt in connector or defective insulation</li> </ul>		
7	Defective engine controller	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.			
		CE01 (female)	Resistance		
		Between (56) – (58)	Max. 2 Ω		
		Between (56) – chassis ground	Min. 100 kΩ		

Circuit diagram related to No. 4 injector



PC290LC, 290NLC-8 Hydraulic excavator

Form No. UEN00019-00

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# HYDRAULIC EXCAVATOR

## PC290LC-8 PC290NLC-8

### Machine model      Serial number

PC290LC-8	K50001 and up
PC290NLC-8	K50001 and up

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## 40 Troubleshooting

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## Troubleshooting by failure code (Display of code), Part 2

### Failure code [CA342] Calibration Code Incompatibility

User code	Failure code	Trouble	Calibration code incompatibility (Engine controller system)
E10	<b>CA342</b>		
Contents of trouble	<ul style="list-style-type: none"> <li>Incompatibility of data occurred in engine controller.</li> </ul>		
Action of controller	<ul style="list-style-type: none"> <li>None in particular.</li> </ul>		
Problem that appears on machine	<ul style="list-style-type: none"> <li>Continues normal operation.</li> <li>Engine stops or does not start.</li> </ul>		
Related information	<ul style="list-style-type: none"> <li>Method of reproducing failure code: Turn starting switch ON.</li> </ul>		

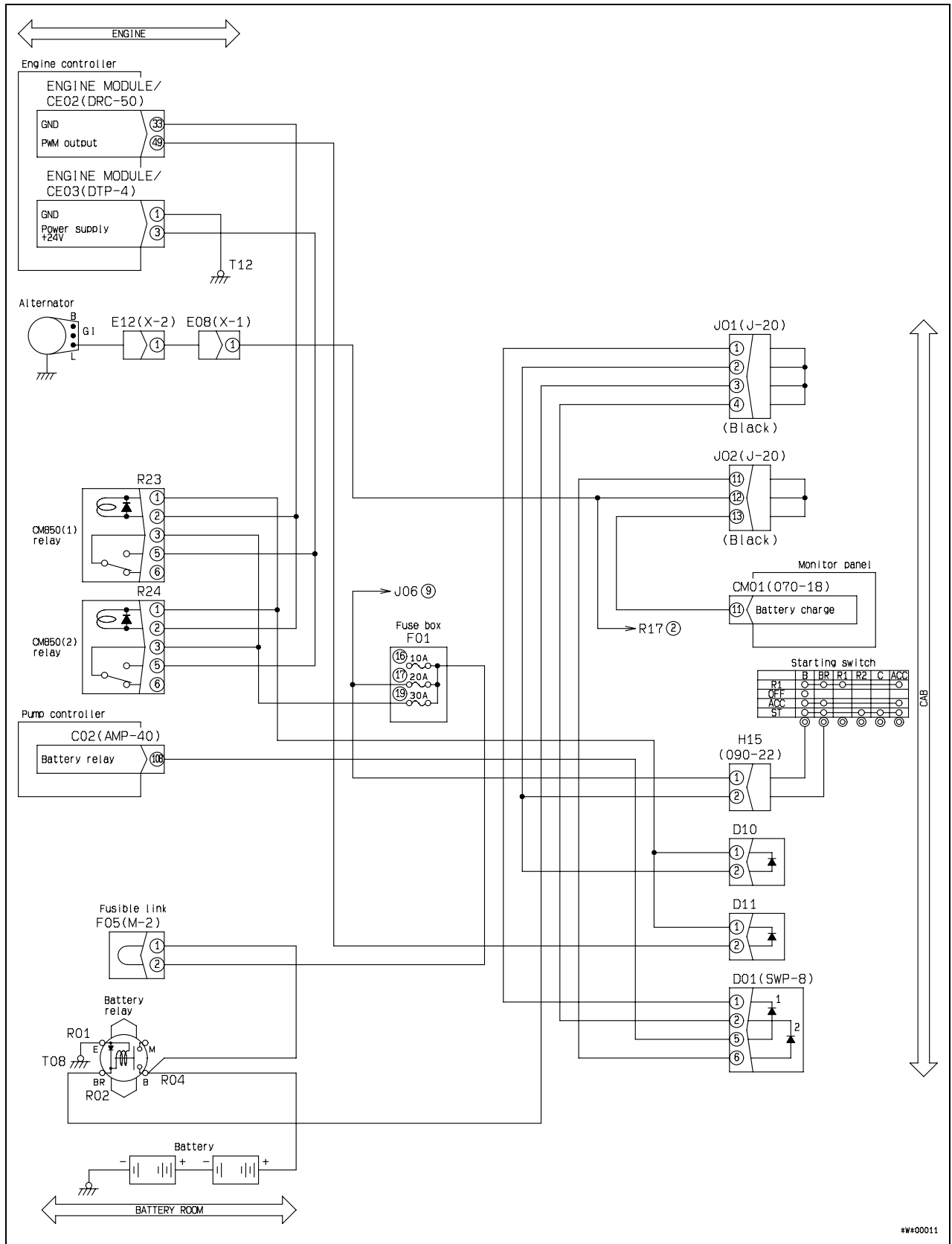
Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting
	1	Defect in related system	
2	Defective engine controller	Engine controller may be defective. (Troubleshooting cannot be carried out.)	

## Failure code [CA351] Injectors Drive Circuit Error

User code	Failure code	Trouble	Injectors Drive Circuit Error (Engine controller system)
<b>E10</b>	<b>CA351</b>		
Contents of trouble	<ul style="list-style-type: none"> <li>There is error in drive power circuit of injector.</li> </ul>		
Action of controller	<ul style="list-style-type: none"> <li>Limits output and continues operation.</li> </ul>		
Problem that appears on machine	<ul style="list-style-type: none"> <li>Exhaust gas becomes black.</li> <li>Combustion becomes irregular.</li> <li>Engine output lowers.</li> <li>Engine cannot be started.</li> </ul>		
Related information	<ul style="list-style-type: none"> <li>Method of reproducing failure code: Start engine.</li> </ul>		

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting		
		1	Defect in related system	If another failure code is displayed, carry out troubleshooting for it.	
2		Defective fuse No. 19	If fuse is broken, circuit probably has ground fault.		
3		Defective relay for engine controller power supply	★ Prepare with starting switch OFF, then turn starting switch ON and carry out troubleshooting.		
			Replace relay (R23, R24) for engine controller with another relay and perform reproducing operation. If "E" of failure code goes off at this time, replaced relay is defective.		
4		Disconnection in wiring harness (Disconnection in wiring or defective contact in connector)	Wiring harness between F01-19 – R23, R24 (female) (3)		Resistance
	Wiring harness between R23, R24 (female) (5) – CE03 (female) (3)		Resistance	Max. 0.5 Ω	
	Wiring harness between CE03 (female) (1) – chassis ground (T12)		Resistance	Max. 10 Ω	
5	Defective engine controller	If causes 1 – 4 are not detected, engine controller may be defective. (Since trouble is in system, troubleshooting cannot be carried out.)			

Circuit diagram related to engine controller

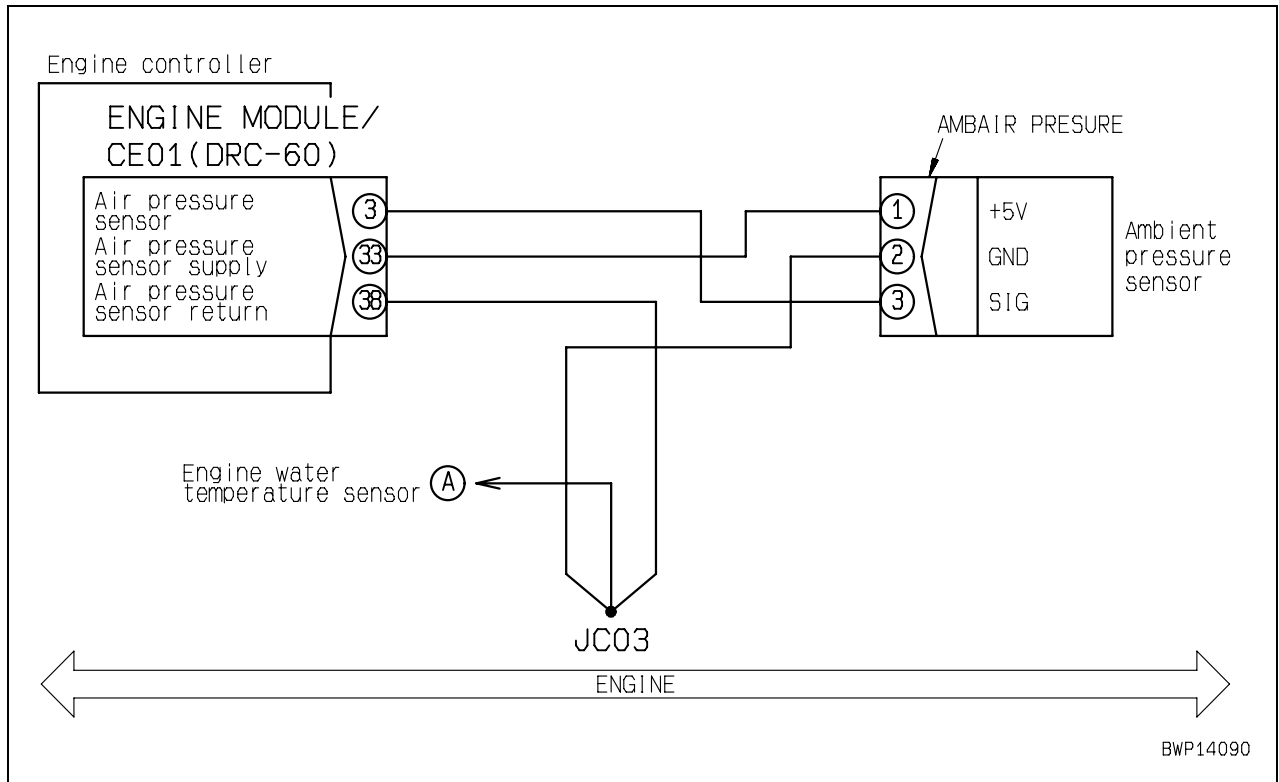


### Failure code [CA352] Sens Supply 1 Volt Low Error

User code	Failure code	Trouble	Sensor power supply 1 voltage low error (Engine controller system)
<b>E15</b>	<b>CA352</b>		
Contents of trouble	<ul style="list-style-type: none"> <li>Low voltage was detected in sensor power supply 1 circuit.</li> </ul>		
Action of controller	<ul style="list-style-type: none"> <li>Fixes ambient pressure value and continues operation.</li> </ul>		
Problem that appears on machine	<ul style="list-style-type: none"> <li>Engine does not start easily.</li> <li>Engine output lowers.</li> </ul>		
Related information	<ul style="list-style-type: none"> <li>Method of reproducing failure code: Turn starting switch ON.</li> </ul>		

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting	
	1	Defective sensor or wiring harness	★ Disconnect connector with starting switch OFF, then turn starting switch ON and carry out troubleshooting.	
Disconnect sensor and wiring harness at right in order and carry out operation to reproduce trouble. If "E" of failure code goes off when sensor or wiring harness is disconnected, that sensor or wiring harness is defective.			Ambient pressure sensor	AMBAIR PRESURE
			Engine wiring harness	CE01
2	Defective wiring harness connector	Connecting parts between ambient pressure sensor – engine wiring harness – engine controller may be defective. Check them directly. <ul style="list-style-type: none"> <li>Looseness of connector, breakage of lock, or breakage of seal</li> <li>Corrosion, bend, breakage, push-in, or expansion of pin</li> <li>Moisture or dirt in connector or defective insulation</li> </ul>		
3	Defective engine controller	If causes 1 – 2 are not detected, engine controller may be defective. (Since trouble is in system, troubleshooting cannot be carried out.)		

Circuit diagram related to sensor power supply 1

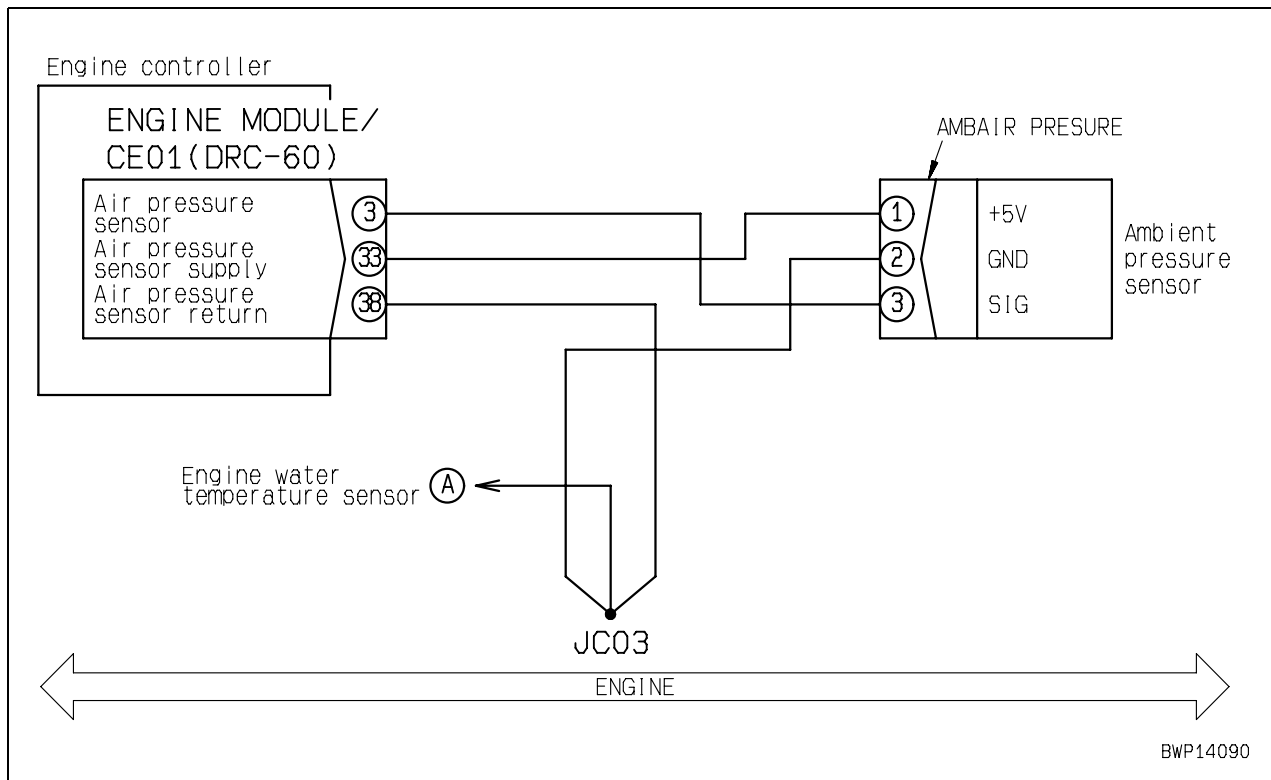


### Failure code [CA386] Sens Supply 1 Volt High Error

User code	Failure code	Trouble	Sensor power supply 1 voltage high error (Engine controller system)
<b>E15</b>	<b>CA386</b>		
Contents of trouble	<ul style="list-style-type: none"> <li>High voltage was detected in sensor power supply 1 circuit.</li> </ul>		
Action of controller	<ul style="list-style-type: none"> <li>Fixes ambient pressure value and continues operation.</li> </ul>		
Problem that appears on machine	<ul style="list-style-type: none"> <li>Engine does not start easily.</li> <li>Engine output lowers.</li> </ul>		
Related information	<ul style="list-style-type: none"> <li>Method of reproducing failure code: Turn starting switch ON.</li> </ul>		

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting
	1	Defective wiring harness connector	Connecting parts between ambient pressure sensor – engine wiring harness – engine controller may be defective. Check them directly. <ul style="list-style-type: none"> <li>Looseness of connector, breakage of lock, or breakage of seal</li> <li>Corrosion, bend, breakage, push-in, or expansion of pin</li> <li>Moisture or dirt in connector or defective insulation</li> </ul>
2	Defective engine controller	If cause 1 is not detected, engine controller may be defective. (Since trouble is in system, troubleshooting cannot be carried out.)	

#### Circuit diagram related to sensor power supply 1





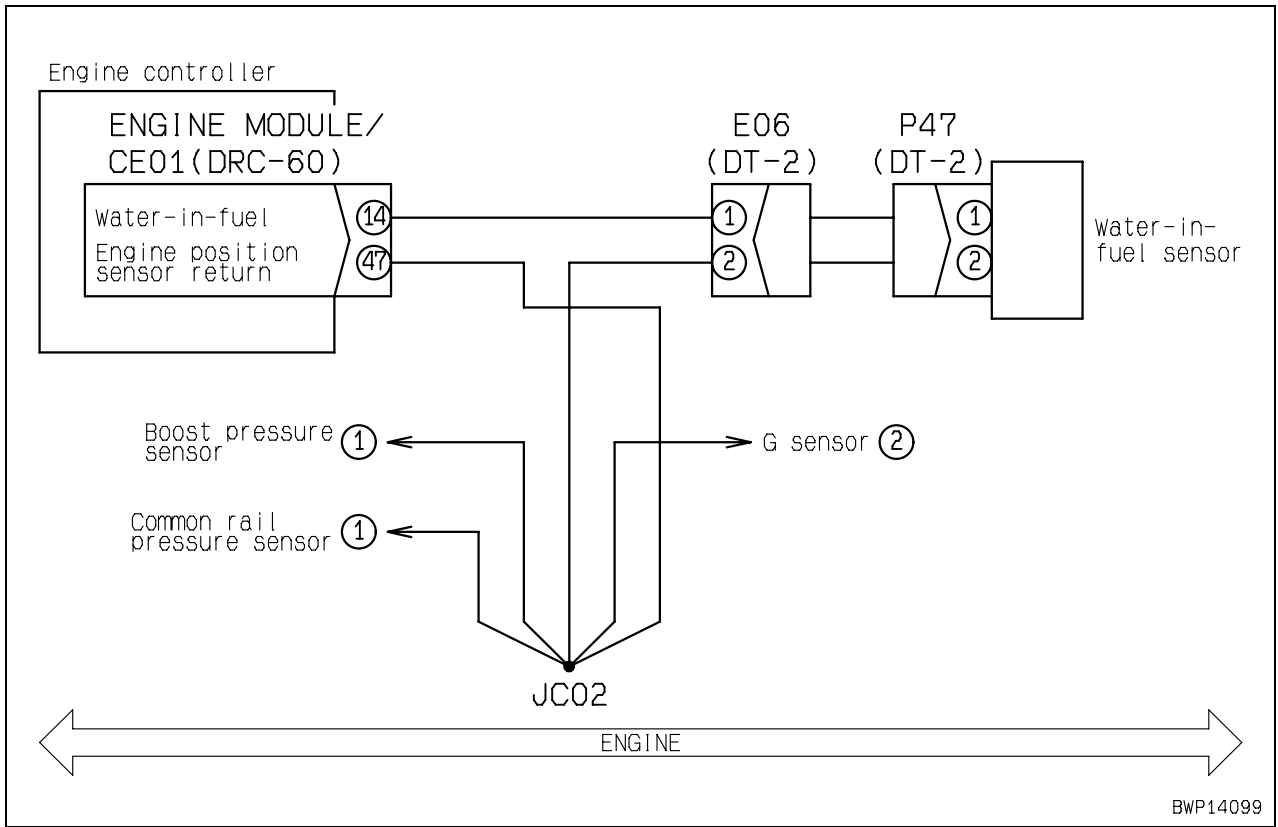
### Failure code [CA428] Water in Fuel Sensor High Error

User code	Failure code	Trouble	Water-in-fuel sensor high error (Engine controller system)
<b>E15</b>	<b>CA428</b>		
Contents of trouble	<ul style="list-style-type: none"> <li>High voltage was detected in signal circuit of water-in-fuel sensor.</li> </ul>		
Action of controller	<ul style="list-style-type: none"> <li>None in particular.</li> </ul>		
Problem that appears on machine	<ul style="list-style-type: none"> <li>Water separator monitor does not display normally.</li> </ul>		
Related information	<ul style="list-style-type: none"> <li>Condition water-in-fuel sensor signal can be checked with monitoring function. (Code: 18800 Condition of WIF sensor)</li> <li>Method of reproducing failure code: Turn starting switch ON.</li> </ul>		

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting			
		1	Defective water-in-fuel sensor	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.		
P47 (female)				Resistance		
Between (1) – (2)				Max. 10 Ω		
2		Disconnection in wiring harness (Disconnection in wiring or defective contact in connector)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.			
			Wiring harness between CE01 (female) (14) – P47 (male) (1)	Resistance	Max. 10 Ω	
			Wiring harness between CE01 (female) (47) – JC02 – P47 (male) (2)	Resistance	Max. 10 Ω	
3		Short circuit in wiring harness (with another wiring harness)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.			
			Wiring harness between CE01 (female) (14) – each of CE01 (female) pins (With all wiring harness connectors disconnected)	Resistance	Min. 100 kΩ	
4		Defective wiring harness connector	Connecting parts between water-in-fuel sensor – engine wiring harness – engine controller may be defective. Check them directly. <ul style="list-style-type: none"> <li>Looseness of connector, breakage of lock, or breakage of seal</li> <li>Corrosion, bend, breakage, push-in, or expansion of pin</li> <li>Moisture or dirt in connector or defective insulation</li> </ul>			
5		Defective engine controller	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.			
			CE01 (female)		Resistance	
			Between (14) – (47)		Max. 10 Ω	



Circuit diagram related to water-in-fuel sensor

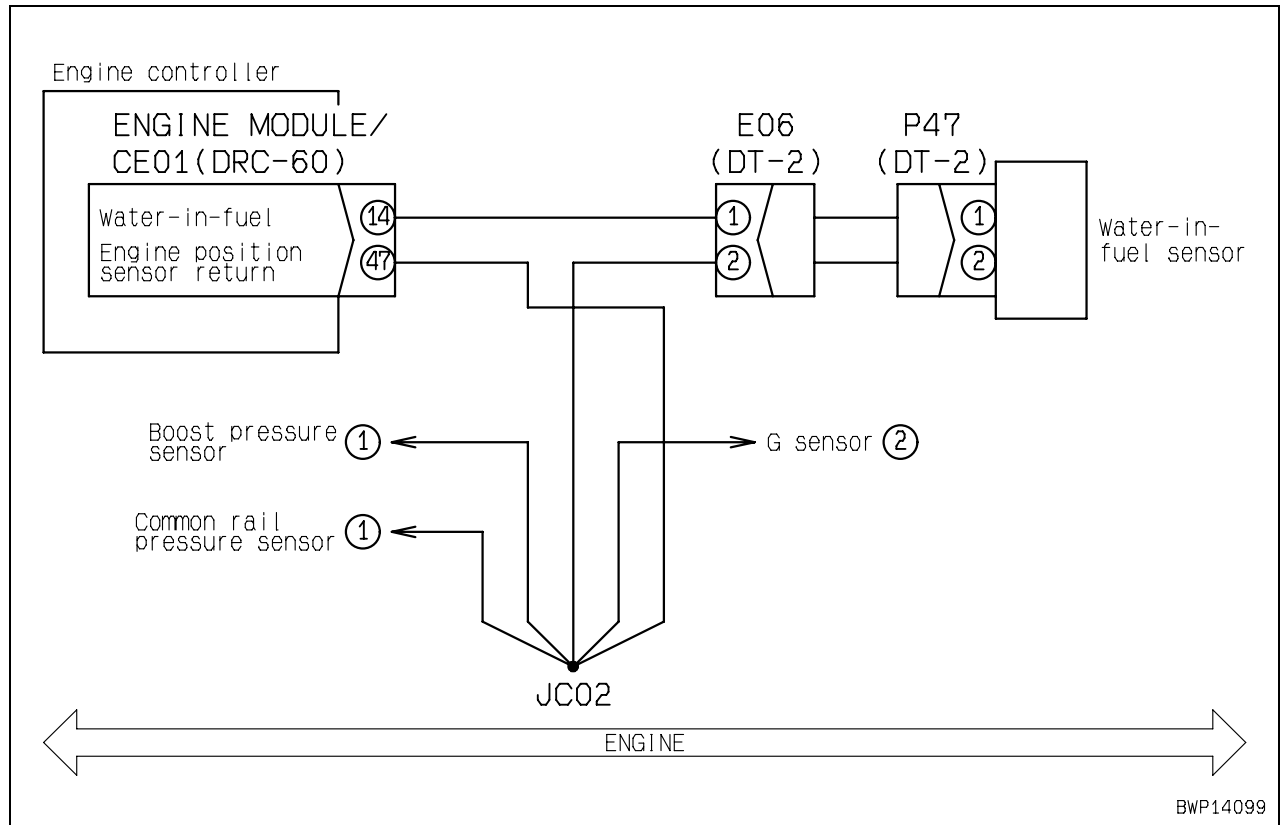


## Failure code [CA429] Water in Fuel Sensor Low Error

User code	Failure code	Trouble	Water-in-fuel sensor low error (Engine controller system)
<b>E15</b>	<b>CA429</b>		
Contents of trouble	<ul style="list-style-type: none"> <li>Low voltage was detected in signal circuit of water-in-fuel sensor.</li> </ul>		
Action of controller	<ul style="list-style-type: none"> <li>None in particular.</li> </ul>		
Problem that appears on machine	<ul style="list-style-type: none"> <li>Water separator monitor does not display normally.</li> </ul>		
Related information	<ul style="list-style-type: none"> <li>Condition water-in-fuel sensor signal can be checked with monitoring function. (Code: 18800 Condition of WIF sensor)</li> <li>Method of reproducing failure code: Turn starting switch ON.</li> </ul>		

	Cause		Standard value in normal state/Remarks on troubleshooting		
	Possible causes and standard value in normal state	1	Defective water-in-fuel sensor	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.	
P47 (female)				Resistance	
Between (1) – (2)				Max. 10 Ω	
Between (1) – chassis ground				Min. 100 kΩ	
2		Ground fault in wiring harness (Short circuit with GND circuit)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.		
			Wiring harness between CE01 (female) (14) – P47 (male) (1)	Resistance	Min. 100 kΩ
3		Short circuit in wiring harness (with another wiring harness)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.		
			Wiring harness between CE01 (female) (14) – each of CE01 (female) pins (With all wiring harness connectors disconnected)	Resistance	Min. 100 kΩ
4		Defective wiring harness connector	Connecting parts between water-in-fuel sensor – engine wiring harness – engine controller may be defective. Check them directly. <ul style="list-style-type: none"> <li>Looseness of connector, breakage of lock, or breakage of seal</li> <li>Corrosion, bend, breakage, push-in, or expansion of pin</li> <li>Moisture or dirt in connector or defective insulation</li> </ul>		
5		Defective engine controller	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.		
			CE01 (female)	Resistance	
			Between (14) – (47)	Max. 10 Ω	
			Between (14) – chassis ground	Min. 100 kΩ	

Circuit diagram related to water-in-fuel sensor

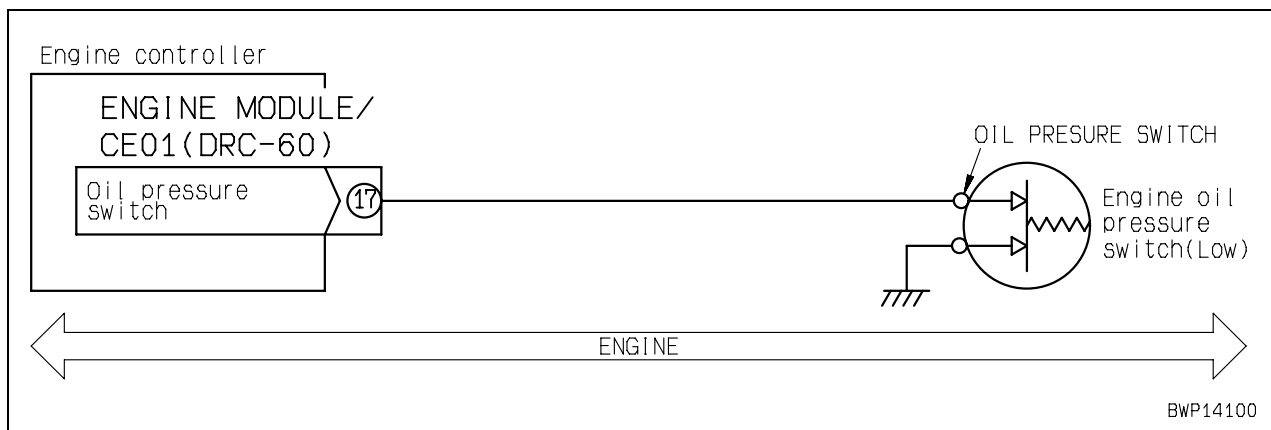


### Failure code [CA435] Eng Oil Press Sw Error

User code	Failure code	Trouble	Engine oil pressure switch error (Engine controller system)
<b>E15</b>	<b>CA435</b>		
Contents of trouble	<ul style="list-style-type: none"> <li>There is error in signal circuit of engine oil pressure switch.</li> </ul>		
Action of controller	<ul style="list-style-type: none"> <li>None in particular.</li> </ul>		
Problem that appears on machine	<ul style="list-style-type: none"> <li>Engine protection function based on engine oil pressure does not work.</li> <li>Engine oil pressure monitor does not display normally</li> </ul>		
Related information	<ul style="list-style-type: none"> <li>Method of reproducing failure code: Turn starting switch ON or start engine.</li> </ul>		

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting		
		1	Defective engine oil pressure switch	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.	
OIL PRESSURE SWITCH (male)				Resistance	
Between (1) – chassis ground				Max. 10 Ω	
2		Disconnection in wiring harness (Disconnection in wiring or defective contact in connector)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.		
			Wiring harness between CE01 (female) (17) – OIL PRESSURE SWITCH (male) (1)	Resistance	Max. 10 Ω
3	Short circuit in wiring harness (with another wiring harness)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.			
		Wiring harness between CE01 (female) (17) – each of CE01 (female) pins (With all wiring harness connectors disconnected)	Resistance	Min. 100 kΩ	
4	Defective wiring harness connector	Connecting parts between engine oil pressure switch – engine wiring harness – engine controller may be defective. Check them directly. <ul style="list-style-type: none"> <li>Looseness of connector, breakage of lock, or breakage of seal</li> <li>Corrosion, bend, breakage, push-in, or expansion of pin</li> <li>Moisture or dirt in connector or defective insulation</li> </ul>			
5	Defective engine controller	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.			
		CE01 (female)	Resistance		
		Between (17) – chassis ground	Max. 10 Ω		

#### Circuit diagram related to engine oil pressure switch



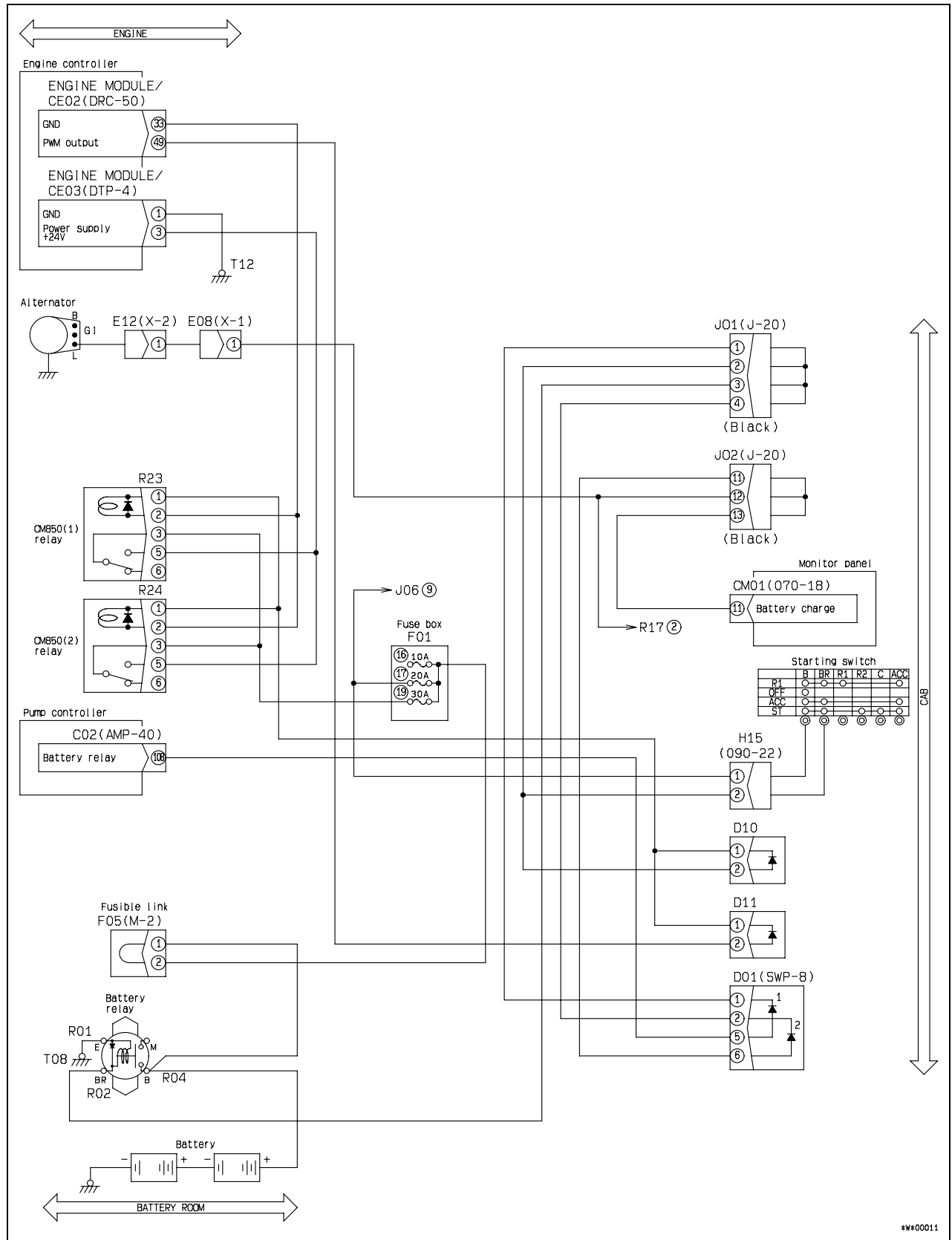
## Failure code [CA441] Battery Voltage Low Error

User code	Failure code	Trouble	Battery voltage low error (Engine controller system)
<b>E10</b>	<b>CA441</b>		
Contents of trouble	<ul style="list-style-type: none"> <li>There is low voltage in controller power supply circuit.</li> </ul>		
Action of controller	<ul style="list-style-type: none"> <li>None in particular.</li> </ul>		
Problem that appears on machine	<ul style="list-style-type: none"> <li>Engine stops.</li> <li>Engine does not start easily.</li> </ul>		
Related information	<ul style="list-style-type: none"> <li>Method of reproducing failure code: Turn starting switch ON.</li> </ul>		

	Cause		Standard value in normal state/Remarks on troubleshooting		
	Possible causes and standard value in normal state	1	Looseness or corrosion of battery terminal	Battery terminal may be loosened or corroded. Check it directly.	
2		Low battery voltage	★ Prepare with starting switch OFF, then keep starting switch OFF and start engine and carry out troubleshooting in each case.		
			Battery (1 piece)	Starting switch	Voltage
			Between (+) – (–) terminals	OFF	Min. 12 V
				START	Min. 6.2 V
3		Defective fuse No. 19	If fuse is broken, circuit probably has ground fault. (See Cause 6)		
4		Defective relay for engine controller power supply	★ Prepare with starting switch OFF, then turn starting switch ON and carry out troubleshooting.		
			Replace relay (R23, R24) for engine controller with another relay and perform reproducing operation. If "E" of failure code goes off at this time, replaced relay is defective.		
5		Disconnection in wiring harness (Disconnection in wiring or defective contact in connector)	Wiring harness between F01-19 – R23, R24 (female) (3)	Resistance	Max. 10 Ω
			Wiring harness between R23, R24 (female) (5) – CE03 (female) (3)	Resistance	Max. 10 Ω
			Wiring harness between CE03 (female) (1) – chassis ground (T12)	Resistance	Max. 10 Ω
6		Ground fault in wiring harness (Short circuit with GND circuit)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.		
			Wiring harness between F01-19 – R23, R24 (female) (3)	Resistance	Min. 100 kΩ
			Wiring harness between R23, R24 (female) (5) – CE03 (female) (3)	Resistance	Max. 10 Ω
7	Short circuit in wiring harness (with another wiring harness)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.			
		Wiring harness between CE03 (female) (3) – CE03 (female) (1) pin (with battery terminal disconnected)	Resistance	Min. 100 kΩ	
		Wiring harness between CE03 (female) (3) – each of CE02 (female) pins (With battery terminal disconnected)	Resistance	Min. 100 kΩ	
		Wiring harness between CE03 (female) (1) – each of CE02 (female) pins (With battery terminal disconnected)	Resistance	Min. 100 kΩ	

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting		
	8	Defective wiring harness connector	Connecting parts between fuse No. 19 – machine wiring harness – engine controller may be defective. Check them directly.		
<ul style="list-style-type: none"> <li>• Looseness of connector, breakage of lock, or breakage of seal</li> <li>• Corrosion, bend, breakage, push-in, or expansion of pin</li> <li>• Moisture or dirt in connector or defective insulation</li> </ul>					
9	Defective engine controller	★ Prepare with starting switch OFF, then turn starting switch ON and start engine and carry out troubleshooting in each case.			
		CE03 (female)	Starting switch	Voltage	
		Between (3) – (1)	ON	Min. 24 V	
			START	Min. 12 V	

Circuit diagram related to engine controller power supply



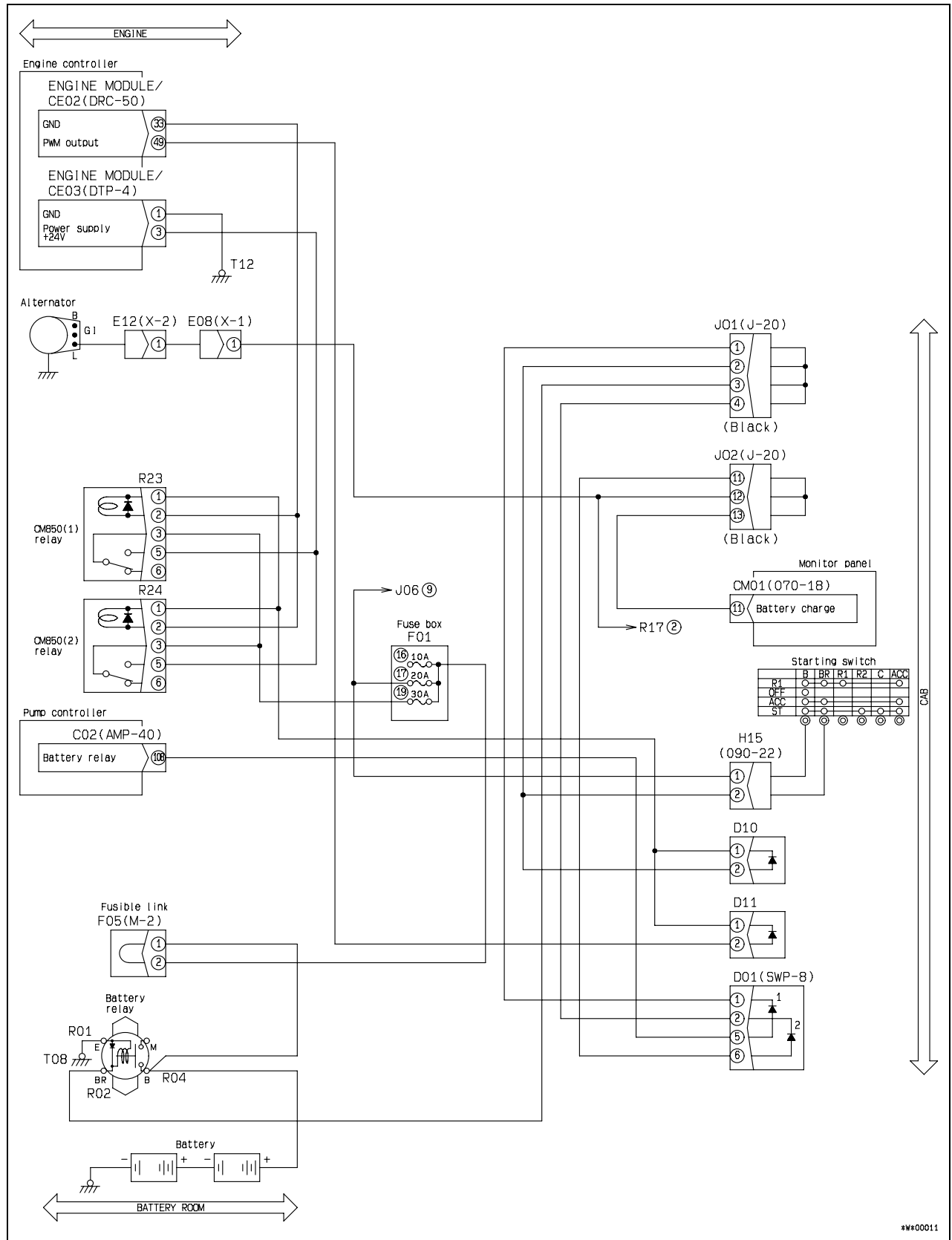
## Failure code [CA442] Battery Voltage High Error

User code	Failure code	Trouble	Battery voltage high error (Engine controller system)
<b>E10</b>	<b>CA442</b>		
Contents of trouble	<ul style="list-style-type: none"> <li>There is high voltage (36 V or higher) in controller power supply circuit.</li> </ul>		
Action of controller	<ul style="list-style-type: none"> <li>None in particular.</li> </ul>		
Problem that appears on machine	<ul style="list-style-type: none"> <li>Engine may stop.</li> </ul>		
Related information	<ul style="list-style-type: none"> <li>Method of reproducing failure code: Turn starting switch ON.</li> </ul>		

	Cause		Standard value in normal state/Remarks on troubleshooting		
	Possible causes and standard value in normal state	1	Defective battery voltage	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.	
Battery				Voltage	
Between (+) – (–) terminals				Max. 32 V	
2		Defective alternator	★ Prepare with starting switch OFF, then start engine and carry out troubleshooting.		
			E12 (male)	Engine speed	Voltage
			Between (1) – chassis ground	Medium or higher	27.5 – 29.5 V
3		Defective engine controller	★ Prepare with starting switch OFF, then turn starting switch ON and carry out troubleshooting.		
			CE03 (female)		Voltage
			Between (3) – (1)		Max. 32 V



Circuit diagram related to engine controller power supply



### Failure code [CA449] Rail Press Very High Error

User code	Failure code	Trouble	Common rail pressure very high error (Engine controller system)
<b>E11</b>	<b>CA449</b>		
Contents of trouble	<ul style="list-style-type: none"> <li>There is high pressure error in common rail circuit.</li> </ul>		
Action of controller	<ul style="list-style-type: none"> <li>Limits output and continues operation.</li> </ul>		
Problem that appears on machine	<ul style="list-style-type: none"> <li>Engine sound becomes large when no or light load is applied.</li> <li>Engine output lowers.</li> </ul>		
Related information	<ul style="list-style-type: none"> <li>Common rail pressure can be checked with monitoring function. (Code: 36400 Common rail pressure)</li> <li>Method of reproducing failure code: Start engine.</li> </ul>		

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting		
		1	Defect in related system	If another failure code is displayed, carry out troubleshooting for it.	
2		Air in low pressure circuit	There may be air in low pressure circuit. Check it directly according to the following procedure. 1) Remove pressure pickup plug (outlet side) of fuel main filter. 2) Operate feed pump of fuel pre-filter. 3) Check pressure pickup plug for leakage of fuel and air.		
3		Defect in fuel return circuit parts	★ For check of fuel return circuit pressure, see Testing and adjusting, Checking fuel pressure.		
			Fuel return circuit pressure	Low idle running or cranking	Max. 0.02 MPa {Max. 0.19 kg/cm <sup>2</sup> }
4		Defective common rail pressure sensor	★ Prepare with starting switch ON, then keep starting switch ON and carry out troubleshooting in each case.		
			Monitoring code (Machine monitor)	Monitoring information	
5	Defective pressure limiter	★ For check of leakage through pressure limiter, see Testing and adjusting, Checking fuel return rate and leakage.			
		Leakage through pressure limiter	During low idle	0 cc (No leakage)	
6	Defective supply pump	If causes 1 – 5 are not detected, supply pump may be defective.			

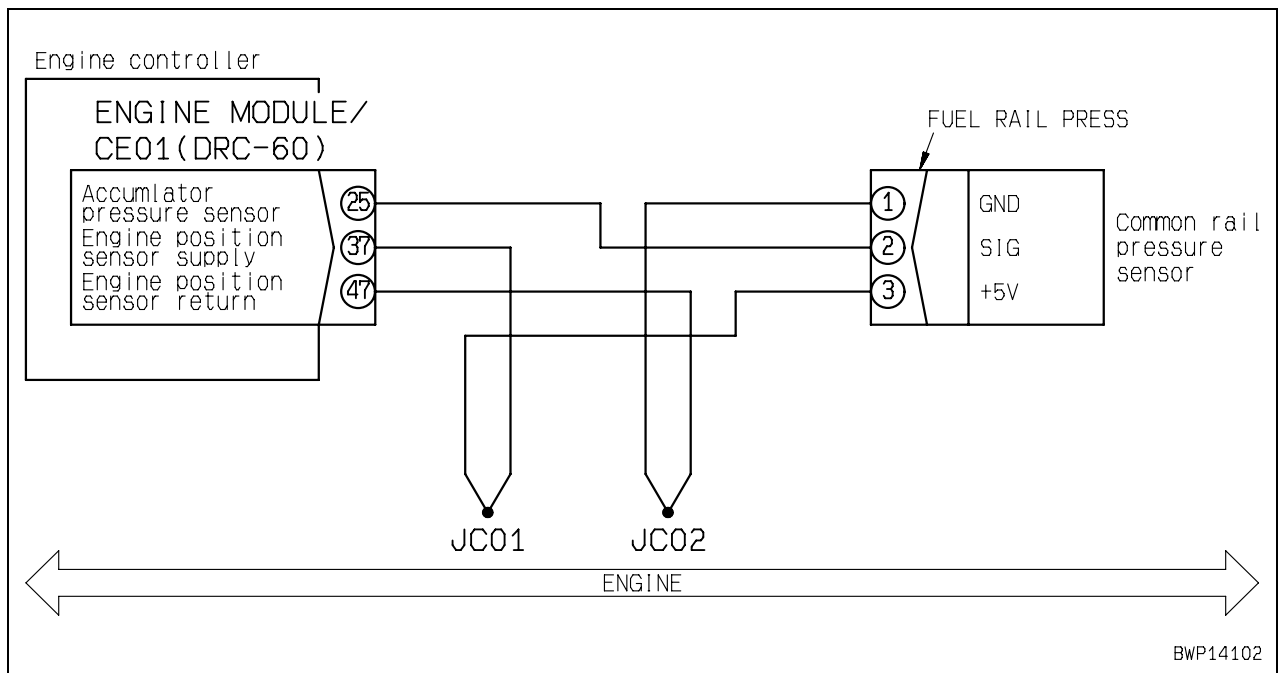


### Failure code [CA451] Rail Press Sensor High Error

User code	Failure code	Trouble	Common rail pressure sensor high error (Engine controller system)
<b>E11</b>	<b>CA451</b>		
Contents of trouble	<ul style="list-style-type: none"> <li>There is high voltage in signal circuit of common rail pressure sensor.</li> </ul>		
Action of controller	<ul style="list-style-type: none"> <li>Limits output and continues operation.</li> </ul>		
Problem that appears on machine	<ul style="list-style-type: none"> <li>Engine does not start.</li> <li>Engine speed or output lowers.</li> </ul>		
Related information	<ul style="list-style-type: none"> <li>Signal voltage of common rail pressure sensor can be checked with monitoring function. (Code: 36401 Common rail pressure sensor voltage)</li> <li>Method of reproducing failure code: Turn starting switch ON.</li> </ul>		

	Cause		Standard value in normal state/Remarks on troubleshooting		
	Possible causes and standard value in normal state	1	Defective sensor power supply 2 system	If failure code [CA227] is also displayed, carry out troubleshooting for it first.	
2		Defective common rail pressure sensor	★ Prepare with starting switch OFF, then turn starting switch ON and carry out troubleshooting.		
			FUEL RAIL PRESS		Voltage
			Between (3) – (1)	Power supply	4.75 – 5.25 V
Voltage is measured with wiring harness connected. Accordingly, if voltage is abnormal, check wiring harness and controller, too, for another cause of trouble, and then judge.					
3		Hot short (Short circuit with 5V/24V circuit) in wiring harness	★ Prepare with starting switch OFF, then turn starting switch ON and carry out troubleshooting.		
			Wiring harness between CE01 (female) (25) – FUEL RAIL PRESS (female) (2)	Voltage	Max. 1 V
4		Short circuit in wiring harness (with another wiring harness)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.		
			Wiring harness between CE01 (female) (25) – FUEL RAIL PRESS (female) (2) and between CE01 (female) (37) – JC01 – FUEL RAIL PRESS (female) (3)	Resistance	Min. 100 kΩ
5		Defective wiring harness connector	Connecting parts between common rail pressure sensor – engine wiring harness – engine controller may be defective. Check them directly. <ul style="list-style-type: none"> <li>Looseness of connector, breakage of lock, or breakage of seal</li> <li>Corrosion, bend, breakage, push-in, or expansion of pin</li> <li>Moisture or dirt in connector or defective insulation</li> </ul>		
6	Defective engine controller	★ Prepare with starting switch OFF, then turn starting switch ON and carry out troubleshooting.			
		CE01		Voltage	
		Between (37) – (47)	Power supply	4.75 – 5.25 V	

Circuit diagram related to common rail pressure sensor

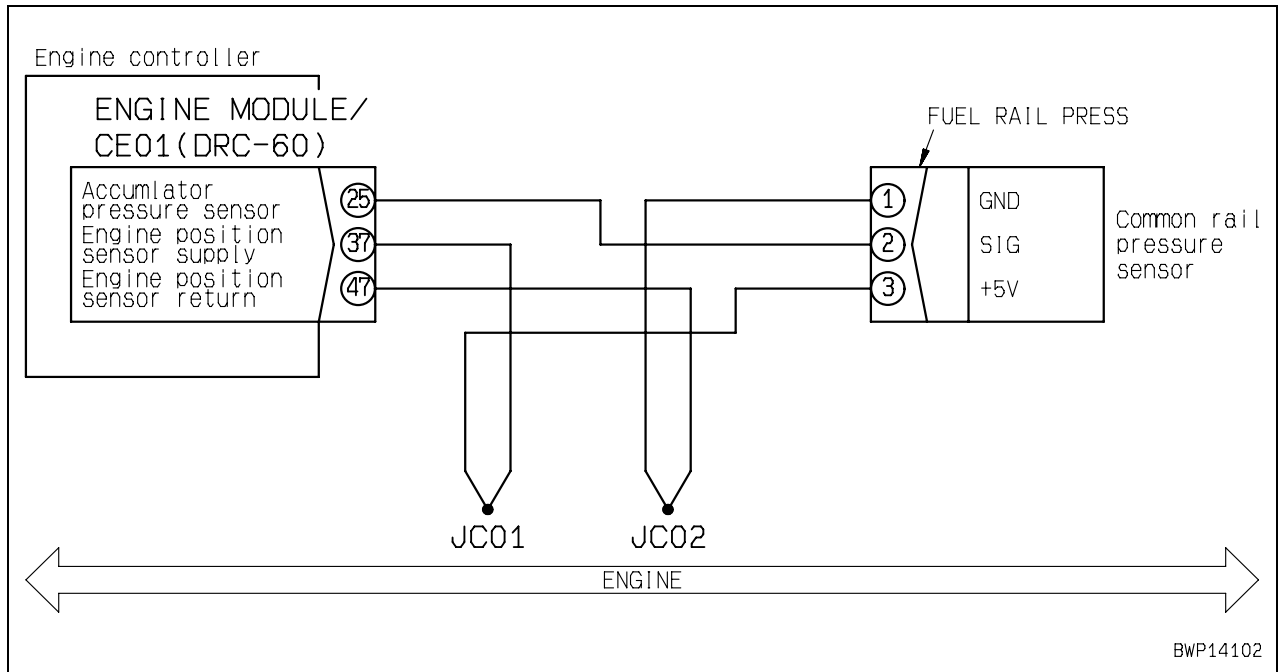


### Failure code [CA452] Rail Press Sensor Low Error

User code	Failure code	Trouble	Common rail pressure sensor low error (Engine controller system)
<b>E11</b>	<b>CA452</b>		
Contents of trouble	<ul style="list-style-type: none"> <li>There is low voltage in signal circuit of common rail pressure sensor.</li> </ul>		
Action of controller	<ul style="list-style-type: none"> <li>Limits output and continues operation.</li> </ul>		
Problem that appears on machine	<ul style="list-style-type: none"> <li>Engine does not start.</li> <li>Engine speed or output lowers.</li> </ul>		
Related information	<ul style="list-style-type: none"> <li>Signal voltage of common rail pressure sensor can be checked with monitoring function. (Code: 36401 Common rail pressure sensor voltage)</li> <li>Method of reproducing failure code: Turn starting switch ON.</li> </ul>		

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting		
		1	Defective sensor power supply 2 system	If failure code [CA187] is also displayed, carry out troubleshooting for it first.	
2		Defective common rail pressure sensor	★ Prepare with starting switch OFF, then turn starting switch ON and carry out troubleshooting.		
			FUEL RAIL PRESS		Voltage
			Between (3) – (1)	Power supply	4.75 – 5.25 V
Voltage is measured with wiring harness connected. Accordingly, if voltage is abnormal, check wiring harness and controller, too, for another cause of trouble, and then judge.					
3		Ground fault in wiring harness (Short circuit with GND circuit)	★ Prepare with starting switch OFF, then turn starting switch ON and carry out troubleshooting.		
	Wiring harness between CE01 (female) (25) – FUEL RAIL PRESS (female) (2)		Resistance	Min. 100 kΩ	
4	Short circuit in wiring harness (with another wiring harness)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.			
		Wiring harness between CE01 (female) (25) – FUEL RAIL PRESS (female) (2) and between CE01 (female) (47) – JC02 – FUEL RAIL PRESS (female) (1)	Resistance	Min. 100 kΩ	
5	Defective wiring harness connector	Connecting parts between common rail pressure sensor – engine wiring harness – engine controller may be defective. Check them directly. <ul style="list-style-type: none"> <li>Looseness of connector, breakage of lock, or breakage of seal</li> <li>Corrosion, bend, breakage, push-in, or expansion of pin</li> <li>Moisture or dirt in connector or defective insulation</li> </ul>			
6	Defective engine controller	★ Prepare with starting switch OFF, then turn starting switch ON and carry out troubleshooting.			
		CE01		Voltage	
		Between (37) – (47)	Power supply	4.75 – 5.25 V	

Circuit diagram related to common rail pressure sensor



## Failure code [CA488] Chg Air Temp High Torque Derate

User code	Failure code	Trouble	Charge air temperature high torque derate (Engine controller system)
<b>E15</b>	<b>CA488</b>		
Contents of trouble	<ul style="list-style-type: none"> <li>Temperature signal of boost pressure/temperature sensor exceeded control upper temperature limit.</li> </ul>		
Action of controller	<ul style="list-style-type: none"> <li>Limits output and continues operation.</li> </ul>		
Problem that appears on machine	<ul style="list-style-type: none"> <li>Engine output lowers.</li> </ul>		
Related information	<ul style="list-style-type: none"> <li>Boost temperature can be checked with monitoring function. (Code: 18500 Boost temperature)</li> <li>Method of reproducing failure code: Start engine.</li> </ul>		

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting
	1	Lowering of cooling performance of aftercooler	Cooling performance of aftercooler may be low. Check following points directly. <ul style="list-style-type: none"> <li>Looseness and breakage of fan belt.</li> <li>Insufficiency of cooling air</li> <li>Clogging of aftercooler fins</li> </ul>
2	Abnormal rise of turbocharger outlet temperature	Outlet temperature of turbocharger may be abnormally high. Check related parts directly.	
3	Defective engine controller	If causes 1 – 2 are not detected, engine controller may be defective. (Since trouble is in system, troubleshooting cannot be carried out.)	

## Failure code [CA553] Rail Press High Error

User code	Failure code	Trouble	Common rail pressure high error (Engine controller system)
<b>E11</b>	<b>CA553</b>		
Contents of trouble	<ul style="list-style-type: none"> <li>There is high pressure error in common rail circuit.</li> </ul>		
Action of machine monitor	<ul style="list-style-type: none"> <li>None in particular.</li> </ul>		
Problem that appears on machine	<ul style="list-style-type: none"> <li>Engine sound becomes large when no or light load is applied.</li> <li>Engine output lowers.</li> </ul>		
Related information	<ul style="list-style-type: none"> <li>Common rail pressure can be checked with monitoring function. (Code: 36400 Common rail pressure)</li> <li>Method of reproducing failure code: Start engine.</li> </ul>		

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting
	1	Defect in related system	If another failure code is displayed, carry out troubleshooting for it.
2	Defective connection of ground terminal	Ground terminal may be connected defectively. Check following terminals directly. <ul style="list-style-type: none"> <li>Ground terminal of machine ((-) terminal of battery)</li> <li>Ground terminal of engine</li> <li>Ground terminal of engine controller</li> <li>Ground terminal of starting motor</li> </ul>	
3	Breakage of O-ring of supply pump actuator	O-ring of supply pump actuator may be broken. Check it directly.	



## Failure code [CA559] Rail Press Low Error

User code	Failure code	Trouble	Common rail pressure low error (Engine controller system)
<b>E15</b>	<b>CA459</b>		
Contents of trouble	<ul style="list-style-type: none"> <li>There is low pressure error in common rail circuit.</li> </ul>		
Action of controller	<ul style="list-style-type: none"> <li>None in particular.</li> </ul>		
Problem that appears on machine	<ul style="list-style-type: none"> <li>Engine does not start at all or does not start easily.</li> <li>Exhaust gas becomes black.</li> <li>Engine output lowers.</li> </ul>		
Related information	<ul style="list-style-type: none"> <li>Common rail pressure can be checked with monitoring function. (Code: 36400 Common rail pressure)</li> <li>Method of reproducing failure code: Start engine.</li> </ul>		

	Cause		Standard value in normal state/Remarks on troubleshooting		
	Possible causes and standard value in normal state	1	Fuel leakage to outside	Fuel may be leaking to outside. Check it directly (Check visually while running engine at low idle).	
2		Defect in low pressure circuit parts	★ For check of pressure in fuel low pressure circuit, see Testing and adjusting, Checking fuel pressure.		
			Pressure in fuel low-pressure circuit	During cranking (if engine cannot be started)	0.3 – 1.1 MPa {3.1 – 11.3 kg/cm <sup>2</sup> }
During low idle (if engine can be started)		0.5 – 1.3 MPa {5.1 – 13.3 kg/cm <sup>2</sup> }			
3		Defective pressure limiter	★ For check of leakage through pressure limiter, see Testing and adjusting, Checking fuel return rate and leakage.		
			Leakage through pressure limiter	During low idle	0 cc (No leakage)
4		Defective injector (including high pressure piping in head)	★ For check of return rate from injector, see Testing and adjusting, Checking fuel return rate and leakage.		
			Return rate from injector	During cranking (if engine cannot be started)	Max. 90 cc/min.
				During low idle (if engine can be started)	Max. 180 cc/min.
5		Defective supply pump	★ For check of return rate from supply pump, see Testing and adjusting, Checking fuel return rate and leakage.		
			Return rate from supply pump	During cranking (if engine cannot be started)	Max. 140 cc/min.
During low idle (if engine can be started)		Max. 1,000 cc/min.			

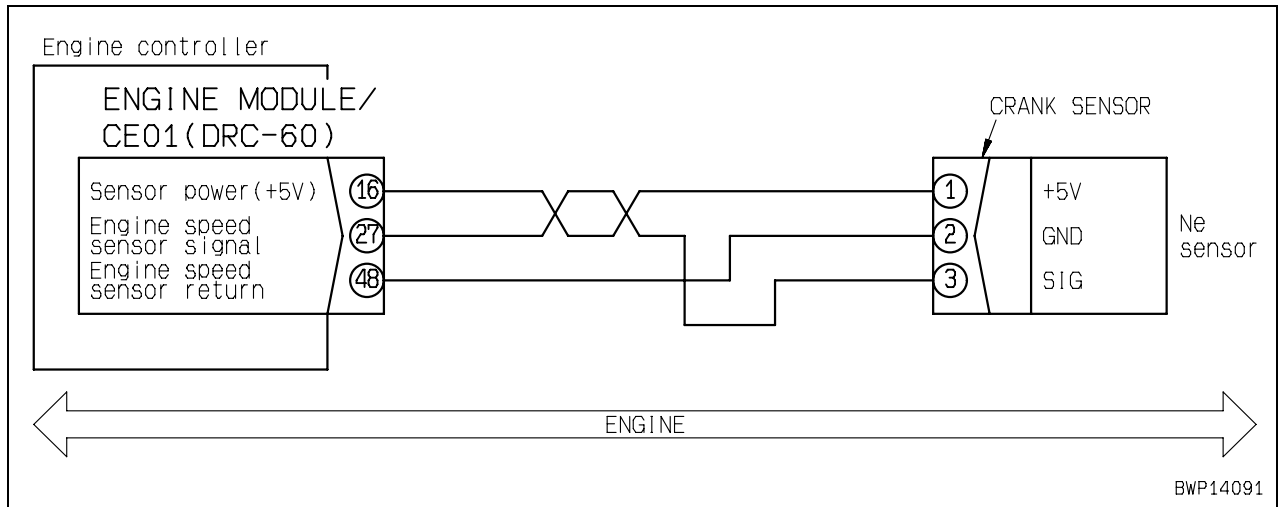
## Failure code [CA689] Eng Ne Speed Sensor Error

User code	Failure code	Trouble	Engine Ne speed sensor error (Engine controller system)
<b>E15</b>	<b>CA689</b>		
Contents of trouble	<ul style="list-style-type: none"> <li>There is error in signal from engine Ne speed sensor.</li> </ul>		
Action of controller	<ul style="list-style-type: none"> <li>Continues control with signal from engine Bkup speed sensor.</li> </ul>		
Problem that appears on machine	<ul style="list-style-type: none"> <li>Engine hunts.</li> <li>Engine does not start easily.</li> <li>Engine output lowers.</li> </ul>		
Related information	<ul style="list-style-type: none"> <li>Method of reproducing failure code: Start engine.</li> </ul>		

	Cause		Standard value in normal state/Remarks on troubleshooting		
	Possible causes and standard value in normal state	1	Defective Ne speed sensor power supply system	If failure code [CA238] is also displayed, carry out troubleshooting for it first.	
2		Defective engine Ne speed sensor	★ Prepare with starting switch OFF, then turn starting switch ON and carry out troubleshooting.		
			CRANK SENSOR		Voltage
			Between (1) – (2)	Power supply	4.75 – 5.25 V
Voltage is measured with wiring harness connected. Accordingly, if voltage is abnormal, check wiring harness and controller, too, for another cause of trouble, and then judge.					
3		Breakage or improper clearance of engine Ne speed sensor	Engine Ne speed sensor may be broken or may have improper clearance. Check it directly.		
4		Breakage of rotation sensor wheel	Rotation sensor wheel may be broken. Check it directly.		
5		Disconnection in wiring harness (Disconnection in wiring or defective contact in connector)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.		
			Wiring harness between CE01 (female) (27) – CRANK SENSOR (female) (3)	Resistance	Max. 10 Ω
6		Ground fault in wiring harness (Short circuit with GND circuit)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.		
	Wiring harness between CE01 (female) (27) – CRANK SENSOR (female) (3)		Resistance	Min. 100 kΩ	
7	Hot short (Short circuit with 5V/24V circuit) in wiring harness	★ Prepare with starting switch OFF, then turn starting switch ON and carry out troubleshooting.			
		Wiring harness between CE01 (female) (27) – CRANK SENSOR (female) (3)	Voltage	Max. 1 V	
8	Short circuit in wiring harness (with another wiring harness)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.			
		Wiring harness between CE01 (female) (27) – CRANK SENSOR (female) (3) or between CE01 (female) (16) – CRANK SENSOR (female) (1)	Resistance	Min. 100 kΩ	
		Wiring harness between CE01 (female) (27) – CRANK SENSOR (female) (3) or between CE01 (female) (48) – CRANK SENSOR (female) (2)	Resistance	Min. 100 kΩ	

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting	
	Possible causes and standard value in normal state	9	Defective wiring harness connector	Connecting parts between engine Ne speed sensor – engine wiring harness – engine controller may be defective. Check them directly. <ul style="list-style-type: none"> <li>• Looseness of connector, breakage of lock, or breakage of seal</li> <li>• Corrosion, bend, breakage, push-in, or expansion of pin</li> <li>• Moisture or dirt in connector or defective insulation</li> </ul>
10		Defective engine controller	★ Prepare with starting switch OFF, then turn starting switch ON and carry out troubleshooting.	
			CE01	Voltage
		Between (16) – (48)	Power supply	4.75 – 5.25 V

**Circuit diagram related to engine Ne speed sensor**



## Failure code [CA731] Eng Bkup Speed Sens Phase Error

User code	Failure code	Trouble	Engine Bkup speed sensor phase error (Engine controller system)
<b>E15</b>	<b>CA731</b>		
Contents of trouble	<ul style="list-style-type: none"> <li>Phase error was detected in signals from engine Ne speed sensor and engine Bkup speed sensor</li> </ul>		
Action of controller	<ul style="list-style-type: none"> <li>Continues control with signal from engine Ne speed sensor.</li> </ul>		
Problem that appears on machine	<ul style="list-style-type: none"> <li>Engine does not start at all or does not start easily.</li> <li>Idle speed is unstable.</li> <li>Exhaust gas becomes black.</li> </ul>		
Related information	<ul style="list-style-type: none"> <li>Method of reproducing failure code: Start engine.</li> </ul>		

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting
	1	Breakage of engine Ne speed sensor	Engine Ne speed sensor may be broken. Check it directly.
2	Breakage of engine Bkup speed sensor	Engine Bkup speed sensor may be broken. Check it directly.	
3	Defective installation or breakage of rotation sensor wheel on crankshaft side	Rotation sensor wheel on crankshaft side may be installed defectively or broken. Check it according to the following procedure. 1) Set No. 1 cylinder at compression top dead center (Match stamped mark). 2) If center of oblong hole of rotation sensor wheel is at tip of Ne speed sensor, rotation sensor wheel is installed normally.	
4	Defective installation or breakage of rotation sensor ring on camshaft side	Rotation sensor ring on camshaft side may be installed defectively or broken. Check it according to the following procedure. 1) Set No. 1 cylinder at compression top dead center (Match stamped mark). 2) Remove Bkup speed sensor. 3) If 2 grooves (1 crest) of rotation sensor ring are seen through sensor mounting hole, rotation sensor ring is installed normally.	
5	Defective timing of crankshaft and camshaft	Timing of crankshaft and camshaft may be defective. Check it directly.	
6	Defective connection of ground terminal	Ground terminal may be connected defectively. Check following terminals directly. <ul style="list-style-type: none"> <li>Ground terminal of machine ((-) terminal of battery)</li> <li>Ground terminal of engine</li> <li>Ground terminal of engine controller</li> <li>Ground terminal of starting motor</li> </ul>	

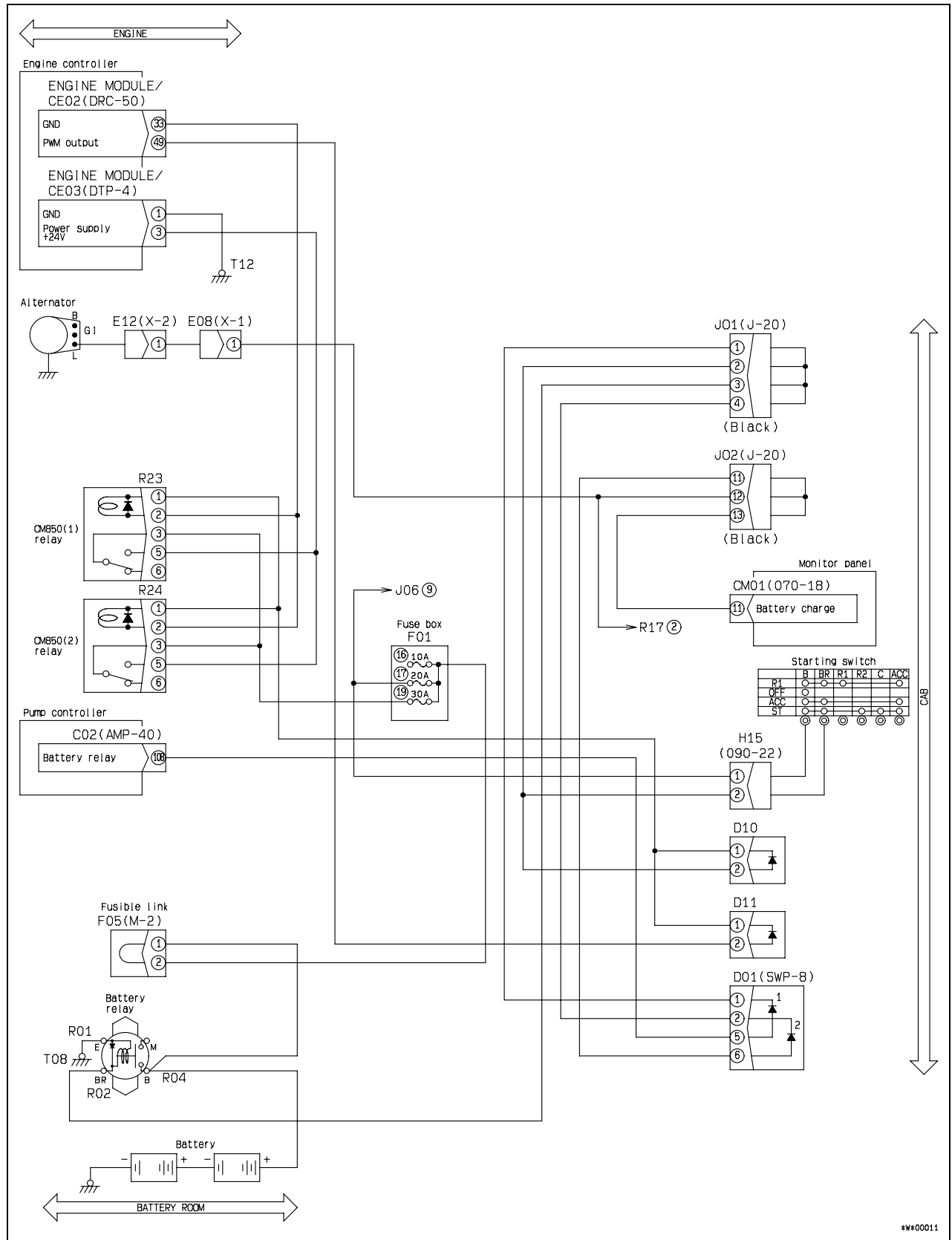


### Failure code [CA757] All Continuous Data Lost Error

User code	Failure code	Trouble	All continuous data lost error (Engine controller system)
<b>E10</b>	<b>CA757</b>		
Contents of trouble	<ul style="list-style-type: none"> <li>All data in engine controller are lost.</li> </ul>		
Action of controller	<ul style="list-style-type: none"> <li>None in particular.</li> </ul>		
Problem that appears on machine	<ul style="list-style-type: none"> <li>Engine may stop and may not be started again.</li> <li>Monitoring function of machine monitor (engine controller system) may not work normally.</li> </ul>		
Related information	<ul style="list-style-type: none"> <li>Method of reproducing failure code: Turn starting switch ON.</li> </ul>		

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting		
		1	Defect in related system	If another failure code is displayed, carry out troubleshooting for it.	
2		Looseness or corrosion of battery terminal	Battery terminal may be loosened or corroded. Check it directly.		
3		Low battery voltage	★ Prepare with starting switch OFF, then keep starting switch OFF and start engine and carry out troubleshooting in each case.		
			Battery (1 piece)	Starting switch	Voltage
			Between (+) – (–) terminals	OFF	Min. 12 V
				START	Min. 6.2 V
4		Defective fuse No. 19	If fuse is broken, circuit probably has ground fault.		
5		Defective relay for engine controller power supply	★ Prepare with starting switch OFF, then turn starting switch ON and carry out troubleshooting.		
	Replace relay (R23, R24) for engine controller with another relay and perform reproducing operation. If "E" of failure code goes off at this time, replaced relay is defective.				
6	Disconnection in wiring harness (Disconnection in wiring or defective contact in connector)	Wiring harness between F01-19 – R23, R24 (female) (3)	Resistance	Max. 10 Ω	
		Wiring harness between R23, R24 (female) (5) – CE03 (female) (3)	Resistance	Max. 10 Ω	
		Wiring harness between CE03 (female) (1) – chassis ground (T12)	Resistance	Max. 10 Ω	
7	Defective wiring harness connector	Connecting parts between fuse No. 19 – machine wiring harness – engine controller may be defective. Check them directly. <ul style="list-style-type: none"> <li>Looseness of connector, breakage of lock, or breakage of seal</li> <li>Corrosion, bend, breakage, push-in, or expansion of pin</li> <li>Moisture or dirt in connector or defective insulation</li> </ul>			
8	Defective engine controller	★ Prepare with starting switch OFF, then turn starting switch ON and start engine and carry out troubleshooting in each case.			
		CE03 (female)	Starting switch	Voltage	
		Between (3) – (1)	ON	Min. 24 V	
			START	Min. 12 V	

Circuit diagram related to engine controller power supply



\*W\*00011

### Failure code [CA778] Eng Bkup Speed Sensor Error

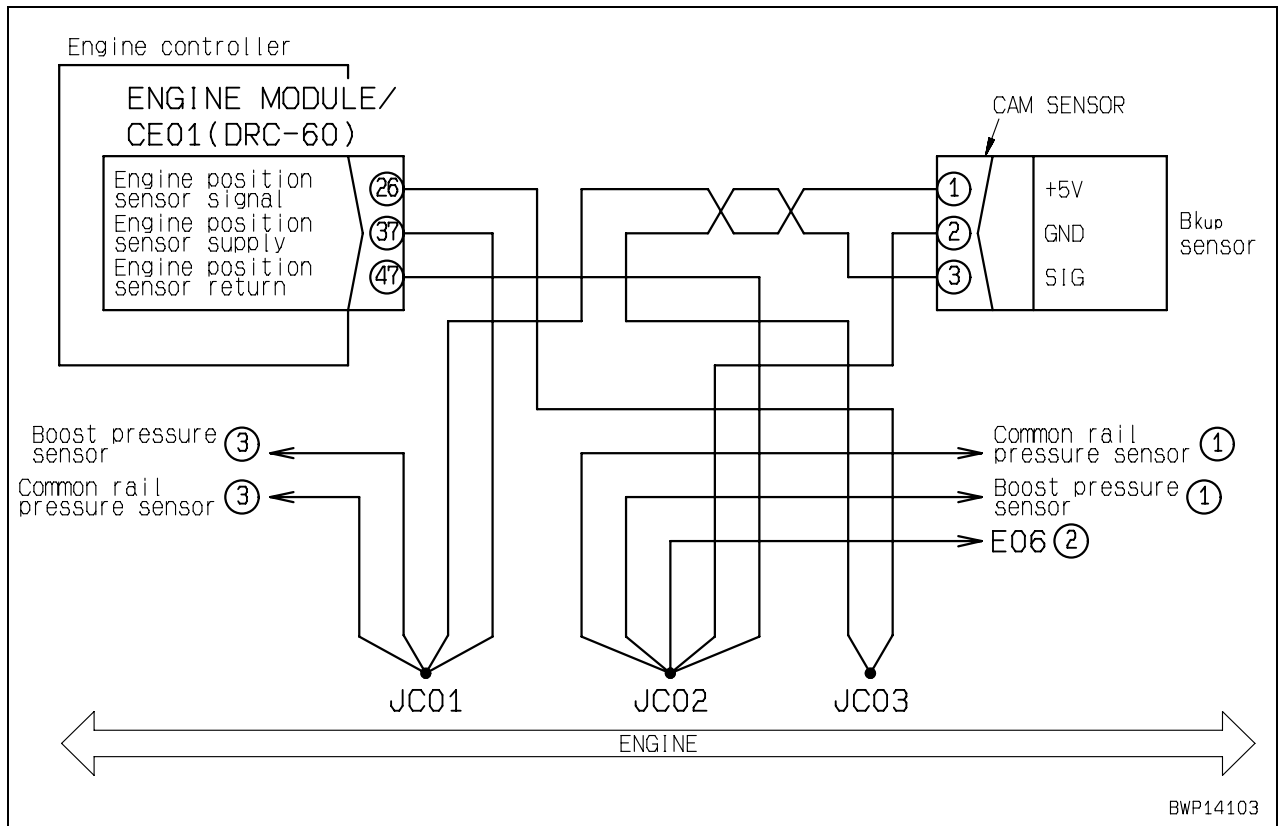
User code	Failure code	Trouble	Engine Bkup speed sensor error (Engine controller system)
<b>E15</b>	<b>CA778</b>		
Contents of trouble	<ul style="list-style-type: none"> <li>There is error in signal from engine Bkup speed sensor.</li> </ul>		
Action of controller	<ul style="list-style-type: none"> <li>Continues control with signal from engine Ne speed sensor.</li> </ul>		
Problem that appears on machine	<ul style="list-style-type: none"> <li>Engine does not start easily.</li> <li>Engine output lowers.</li> </ul>		
Related information	<ul style="list-style-type: none"> <li>Method of reproducing failure code: Start engine.</li> </ul>		

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting		
	Possible causes and standard value in normal state	1	Defective sensor power supply 2 system	If failure code [CA187] is also displayed, carry out troubleshooting for it first.	
2		Defective engine Bkup speed sensor	★ Prepare with starting switch OFF, then turn starting switch ON and carry out troubleshooting.		
			CAM SENSOR		Voltage
			Between (1) – (2)	Power supply	4.75 – 5.25 V
Voltage is measured with wiring harness connected. Accordingly, if voltage is abnormal, check wiring harness and controller, too, for another cause of trouble, and then judge.					
3		Breakage or improper clearance of engine Bkup speed sensor	Engine Bkup speed sensor may be broken or may have improper clearance. Check it directly.		
4		Breakage of rotation sensor ring	Rotation sensor ring may be broken. Check it directly.		
5		Disconnection in wiring harness (Disconnection in wiring or defective contact in connector)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.		
	Wiring harness between CE01 (female) (26) – JC03 – CAM SENSOR (female) (3)		Resistance	Max. 10 Ω	
6	Ground fault in wiring harness (Short circuit with GND circuit)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.			
		Wiring harness between CE01 (female) (26) – JC03 – CAM SENSOR (female) (3)	Resistance	Min. 100 kΩ	
7	Hot short (Short circuit with 5V/24V circuit) in wiring harness	★ Prepare with starting switch OFF, then turn starting switch ON and carry out troubleshooting.			
		Wiring harness between CE01 (female) (26) – JC03 – CAM SENSOR (female) (3)	Voltage	Max. 1 V	
8	Short circuit in wiring harness (with another wiring harness)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.			
		Wiring harness between CE01 (female) (26) – JC03 – CAM SENSOR (female) (3) or between CE01 (female) (37) – JC01 – CAM SENSOR (female) (1)	Resistance	Min. 100 kΩ	
		Wiring harness between CE01 (female) (26) – JC03 – CAM SENSOR (female) (3) or between CE01 (female) (47) – JC02 – CAM SENSOR (female) (2)	Resistance	Min. 100 kΩ	



Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting	
		9	Defective wiring harness connector	Connecting parts between engine Bkup speed sensor – engine wiring harness – engine controller may be defective. Check them directly. <ul style="list-style-type: none"> <li>Looseness of connector, breakage of lock, or breakage of seal</li> <li>Corrosion, bend, breakage, push-in, or expansion of pin</li> <li>Moisture or dirt in connector or defective insulation</li> </ul>
10		Defective engine controller	★ Prepare with starting switch OFF, then turn starting switch ON and carry out troubleshooting.	
			CE01	Voltage
		Between (37) – (47)	Power supply	4.75 – 5.25 V

**Circuit diagram related to engine Bkup speed sensor**

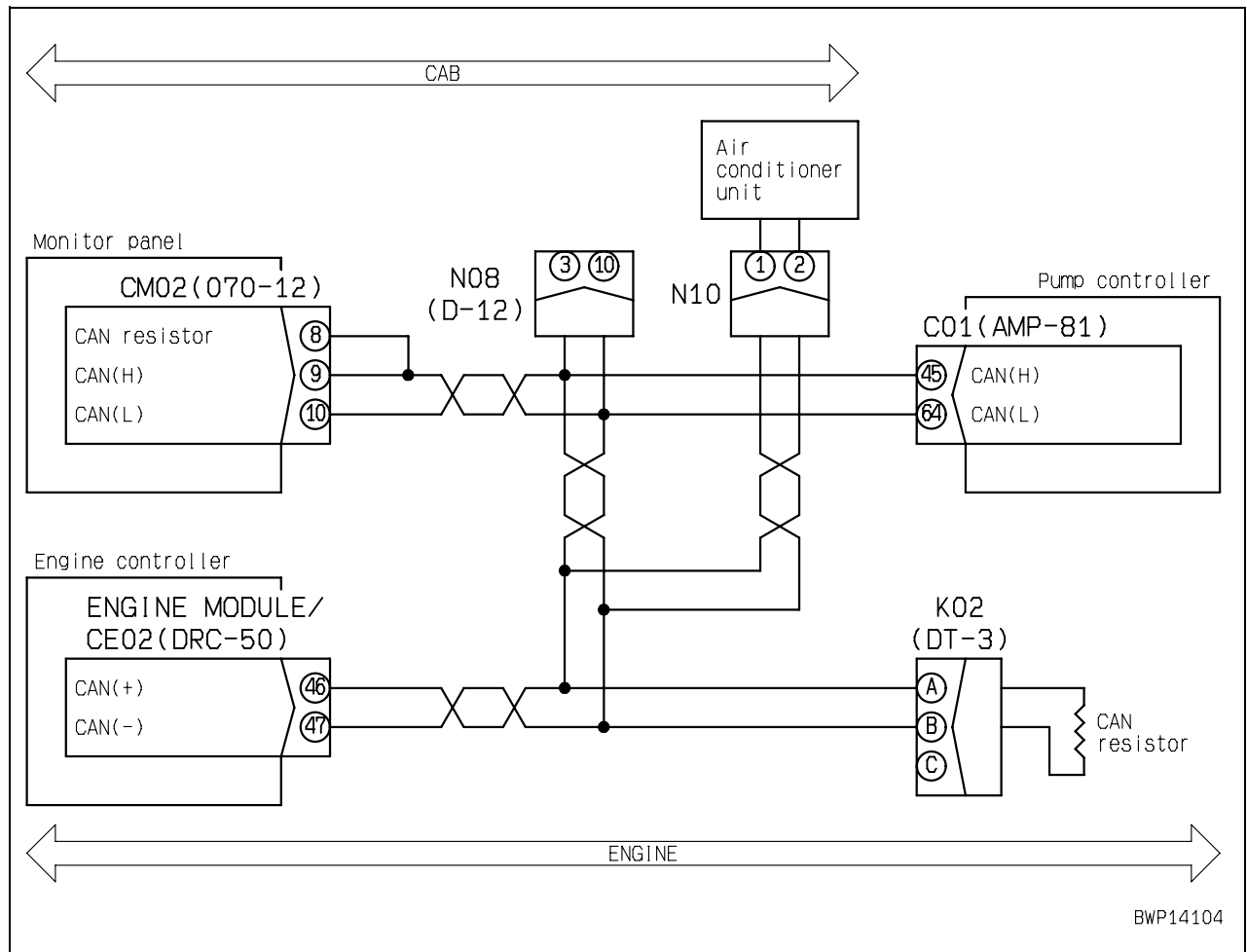


### Failure code [CA1633] KOMNET Datalink Timeout Error

User code	Failure code	Trouble	KOMNET Datalink timeout error (Engine controller system)
<b>E0E</b>	<b>CA1633</b>		
Contents of trouble	<ul style="list-style-type: none"> <li>Engine controller detected communication error in KOMNET communication circuit between pump controller and machine monitor.</li> </ul>		
Action of controller	<ul style="list-style-type: none"> <li>Continues operation in default mode.</li> <li>If cause of failure disappears, system resets itself.</li> </ul>		
Problem that appears on machine	<ul style="list-style-type: none"> <li>Information may not transmitted normally by KOMNET communication and machine may not operate normally. (Trouble phenomenon depends on failed section.)</li> </ul>		
Related information	<ul style="list-style-type: none"> <li>Method of reproducing failure code: Turn starting switch ON.</li> </ul>		

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting		
		1	Disconnection in wiring harness (Disconnection in wiring or defective contact in connector)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.	
Wiring harness between CM02 (female) (8), (9) – C01 (female) (45), – CE02 (female) (46), – K02 (female) (A)				Resistance	Max. 1 Ω
Wiring harness between CM02 (female) (10) – C01 (female) (64), – CE02 (female) (47), – K02 (female) (B)				Resistance	Max. 1 Ω
2		Ground fault in wiring harness (Short circuit with GND circuit)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.		
			Wiring harness between CM02 (female) (8), (9) – C01 (female) (45), – CE02 (female) (46), – K02 (female) (A), – N08 (male) (3)	Resistance	Min. 1 MΩ
			Wiring harness between CM02 (female) (10) – C01 (female) (64), – CE02 (female) (47), – K02 (female) (B), – N08 (male) (10)	Resistance	Min. 1 MΩ
3		Hot short (Short circuit with 24V circuit) in wiring harness	★ Prepare with starting switch OFF, then turn starting switch ON and carry out troubleshooting.		
			Wiring harness between CM02 (female) (8), (9) – C01 (female) (45), – CE02 (female) (46), – K02 (female) (A), – N08 (male) (3)	Voltage	Max. 5.5 V
			Wiring harness between CM02 (female) (10) – C01 (female) (64), – CE02 (female) (47), – K02 (female) (B), – N08 (male) (10)	Voltage	Max. 5.5 V
4		Defective CAN terminal resistance (Internal short circuit or disconnection)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.		
			K02 (male)	Resistance	
			Between (A) – (B)	120 ± 12 Ω	
5	Defective pump controller	If causes 1 – 4 are not detected, engine controller may be defective. (Since trouble is in system, troubleshooting cannot be carried out.)			

Circuit diagram related to CAN communication

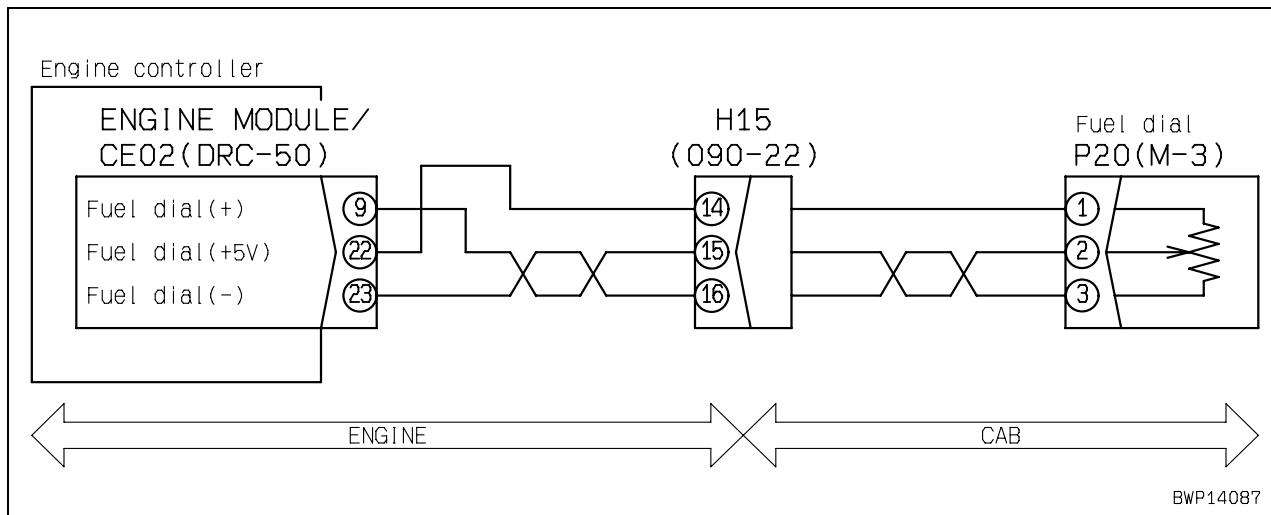


### Failure code [CA2185] Throt Sens Sup Volt High Error

User code	Failure code	Trouble	Throttle sensor supply voltage high error (Engine controller system)
<b>E14</b>	<b>CA2185</b>		
Contents of trouble	<ul style="list-style-type: none"> <li>High voltage (5.25 V or higher) was detected in throttle sensor power supply circuit.</li> </ul>		
Action of controller	<ul style="list-style-type: none"> <li>If trouble occurs while starting switch is in ON position, controller fixes voltage value to level just before detection of trouble and continues operation.</li> <li>If starting switch is turned ON while voltage is abnormally high, controller continues operation with voltage at 100% value.</li> </ul>		
Problem that appears on machine	<ul style="list-style-type: none"> <li>Engine speed cannot be controlled with fuel control dial.</li> </ul>		
Related information	<ul style="list-style-type: none"> <li>Method of reproducing failure code: Turn starting switch ON.</li> </ul>		

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting		
	Possible causes and standard value in normal state	1	Short circuit in wiring harness (with another wiring harness)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.	
Wiring harness between CE02 (female) (22) – each of CE02 (female) pins (With P20 disconnected)				Resistance	Min. 100 kΩ
Wiring harness between CE02 (female) (22) – CE03 (female) (3) (With P20 disconnected)				Resistance	Min. 100 kΩ
Possible causes and standard value in normal state	2	Defective wiring harness connector	Connecting parts between fuel control dial – machine wiring harness – engine controller may be defective. Check them directly.		
			<ul style="list-style-type: none"> <li>Looseness of connector, breakage of lock, or breakage of seal</li> <li>Corrosion, bend, breakage, push-in, or expansion of pin</li> <li>Moisture or dirt in connector or defective insulation</li> </ul>		
Possible causes and standard value in normal state	3	Defective engine controller	If causes 1 – 2 are not detected, engine controller may be defective. (Since trouble is in system, troubleshooting cannot be carried out.)		

#### Circuit diagram related to fuel control dial



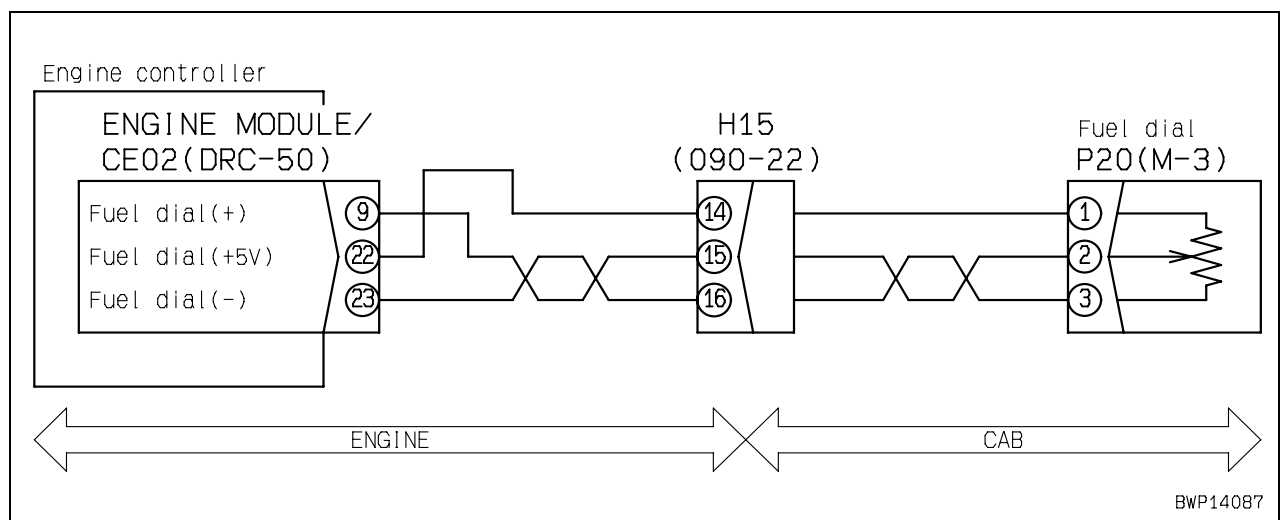
BWP14087

### Failure code [CA2186] Throt Sens Sup Volt Low Error

User code	Failure code	Trouble	Throttle sensor supply voltage low error (Engine controller system)
E14	CA2186		
Contents of trouble	<ul style="list-style-type: none"> <li>Low voltage was detected in throttle sensor power supply circuit.</li> </ul>		
Action of controller	<ul style="list-style-type: none"> <li>If trouble occurs while starting switch is in ON position, controller fixes voltage value to level just before detection of trouble and continues operation.</li> <li>If starting switch is turned ON while voltage is abnormally high, controller continues operation with voltage at 100% value.</li> </ul>		
Problem that appears on machine	<ul style="list-style-type: none"> <li>Engine speed cannot be controlled with fuel control dial.</li> </ul>		
Related information	<ul style="list-style-type: none"> <li>Method of reproducing failure code: Turn starting switch ON.</li> </ul>		

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting		
		1	Ground fault in wiring harness (Short circuit with GND circuit)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.	
Wiring harness between CE02 (female) (22) – P20 (female) (1)				Resistance	Min. 100 kΩ
2		Short circuit in wiring harness (with another wiring harness)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.		
			Wiring harness between CE02 (female) (9) – each of CE02 (female) pins (With P20 disconnected)	Resistance	Min. 100 kΩ
3	Defective wiring harness connector	Connecting parts between fuel control dial – machine wiring harness – engine controller may be defective. Check them directly. <ul style="list-style-type: none"> <li>Looseness of connector, breakage of lock, or breakage of seal</li> <li>Corrosion, bend, breakage, push-in, or expansion of pin</li> <li>Moisture or dirt in connector or defective insulation</li> </ul>			
4	Defective engine controller	If causes 1 – 3 are not detected, engine controller may be defective. (Since trouble is in system, troubleshooting cannot be carried out.)			

#### Circuit diagram related to fuel control dial



## Failure code [CA2249] Rail Press Very Low Error

User code	Failure code	Trouble	Common rail pressure very low error (Engine controller system)
<b>E11</b>	<b>CA2249</b>		
Contents of trouble	<ul style="list-style-type: none"> <li>• There is low pressure error in common rail circuit.</li> </ul>		
Action of controller	<ul style="list-style-type: none"> <li>• Limits output and continues operation.</li> </ul>		
Problem that appears on machine	<ul style="list-style-type: none"> <li>• Engine does not start easily.</li> <li>• Exhaust gas becomes black.</li> <li>• Engine output lowers.</li> </ul>		
Related information	<ul style="list-style-type: none"> <li>• Common rail pressure can be checked with monitoring function. (Code: 36400 Common rail pressure)</li> <li>• Method of reproducing failure code: Start engine.</li> </ul>		

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting
	1	Carry out troubleshooting for failure code [CA559].	



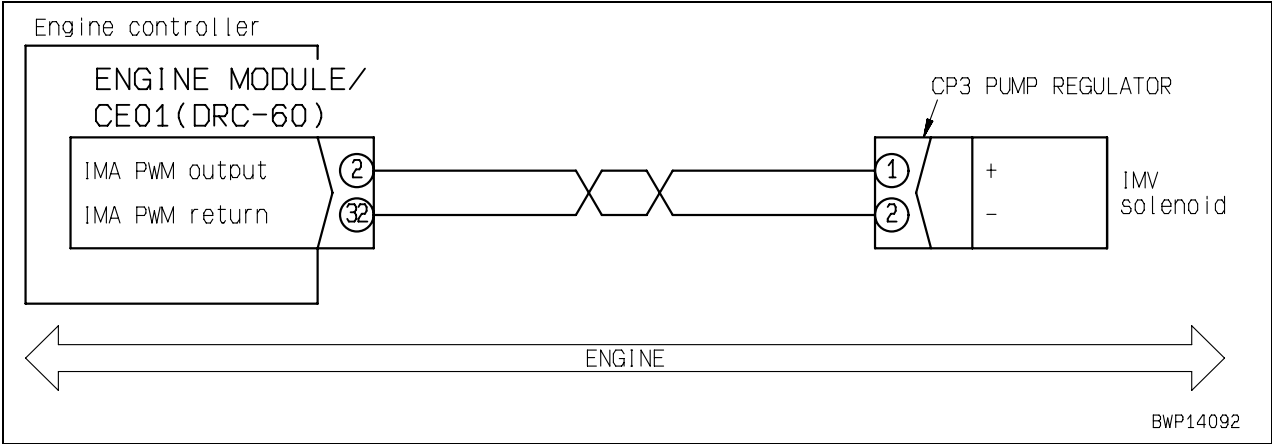
## Failure code [CA2311] IMV Solenoid Error

User code	Failure code	Trouble	IMV solenoid error (Engine controller system)
<b>E11</b>	<b>CA2311</b>		
Contents of trouble	<ul style="list-style-type: none"> <li>Resistance of supply pump actuator circuit is abnormally high or low.</li> </ul>		
Action of controller	<ul style="list-style-type: none"> <li>None in particular.</li> </ul>		
Problem that appears on machine	<ul style="list-style-type: none"> <li>Engine output lowers.</li> </ul>		
Related information	<ul style="list-style-type: none"> <li>Method of reproducing failure code: Start engine.</li> </ul>		

	Cause		Standard value in normal state/Remarks on troubleshooting		
	Possible causes and standard value in normal state	1	Defect in related system	If another failure code is displayed, carry out troubleshooting for it.	
2		Defective supply pump actuator	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.		
			CP3 PUMP REGULATOR (male)	Resistance	
			Between (1) – (2)	Max. 5 Ω	
			Between (1) – chassis ground	Min. 100 kΩ	
3		Disconnection in wiring harness (Disconnection in wiring or defective contact in connector)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.		
			Wiring harness between CE01 (female) (2) – CP3 PUMP REGULATOR (female) (1)	Resistance	Max. 5 Ω
			Wiring harness between CE01 (female) (32) – CP3 PUMP REGULATOR (female) (2)	Resistance	Max. 5 Ω
4		Ground fault in wiring harness (Short circuit with GND circuit)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.		
			Wiring harness between CE01 (female) (2) – CP3 PUMP REGULATOR (female) (1)	Resistance	Min. 100 kΩ
5		Defective wiring harness connector	Connecting parts between supply pump actuator – engine wiring harness – engine controller may be defective. Check them directly. <ul style="list-style-type: none"> <li>Looseness of connector, breakage of lock, or breakage of seal</li> <li>Corrosion, bend, breakage, push-in, or expansion of pin</li> <li>Moisture or dirt in connector or defective insulation</li> </ul>		
6		Defective engine controller	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.		
	CE01 (female)		Resistance		
	Between (2) – (32)		Max. 5 Ω		
		Between (2) – chassis ground	Min. 100 kΩ		



Circuit diagram related to supply pump actuator (metering unit)

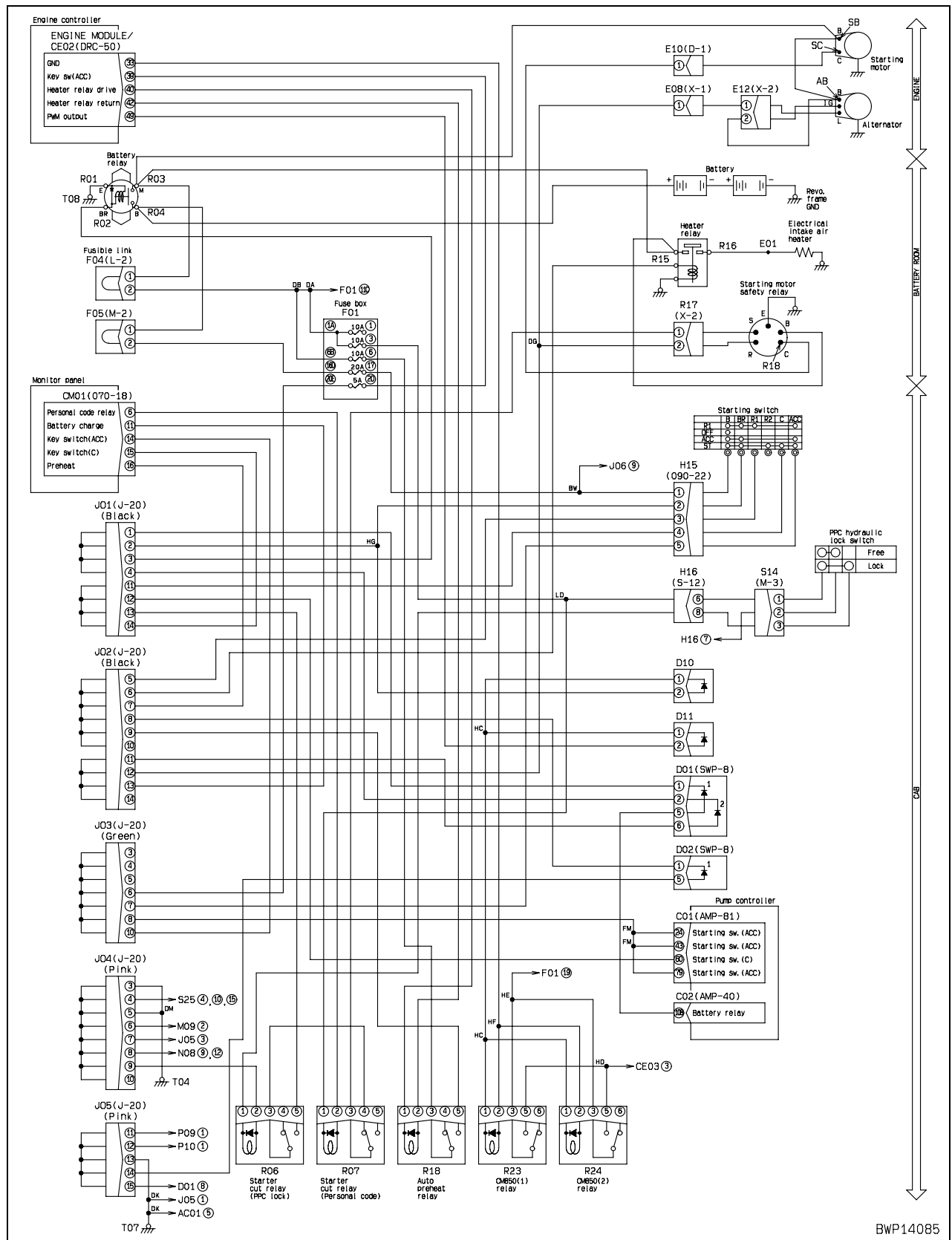


## Failure code [CA2555] Grid Htr Relay Volt High Error

User code	Failure code	Trouble	Grid heater relay volt high error (Engine controller system)
<b>E15</b>	<b>CA2555</b>		
Contents of trouble	• Disconnection was detected in drive circuit of intake air heater relay.		
Action of controller	• None in particular.		
Problem that appears on machine	• Intake air heater does not work (Engine does not start easily and exhaust gas becomes white at low temperature).		
Related information	• Method of reproducing failure code: Turn starting switch ON when engine coolant temperature is below $-4^{\circ}\text{C}$ .		

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting				
		1	Defective automatic pre-heater relay (Internal disconnection)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON. (Troubleshooting for relay unit)			
R18 (male)				Resistance			
Between (1) – (2)				300 – 600 $\Omega$			
★ Prepare with starting switch OFF, then turn starting switch ON and carry out troubleshooting. (Troubleshooting by replacement)							
Replace automatic preheater relay (R18)) with another relay and perform reproducing operation. If "E" of failure code goes off at this time, replaced relay is defective.							
2		Disconnection in wiring harness (Disconnection in wiring or defective contact in connector)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.				
			Wiring harness between CE02 (female) (40) – R18 (female) (1)	Resistance	Max. 10 $\Omega$		
			Wiring harness between CE02 (female) (42) – R18 (female) (2)	Resistance	Max. 10 $\Omega$		
3		Short circuit in wiring harness (with another wiring harness)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.				
			Wiring harness between CE02 (female) (40) – each of CE02 (female) pins (With R18 disconnected)	Resistance	Min. 100 $\text{k}\Omega$		
4		Defective wiring harness connector	Connecting parts between automatic preheater relay – machine wiring harness – engine controller may be defective. Check them directly. <ul style="list-style-type: none"> <li>Looseness of connector, breakage of lock, or breakage of seal</li> <li>Corrosion, bend, breakage, push-in, or expansion of pin</li> <li>Moisture or dirt in connector or defective insulation</li> </ul>				
5		Defective engine controller	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.				
			CE02 (female)		Resistance		
			Between (40) – (42)		300 – 600 $\Omega$		

Circuit diagram related to engine preheater/starting motor/charging system



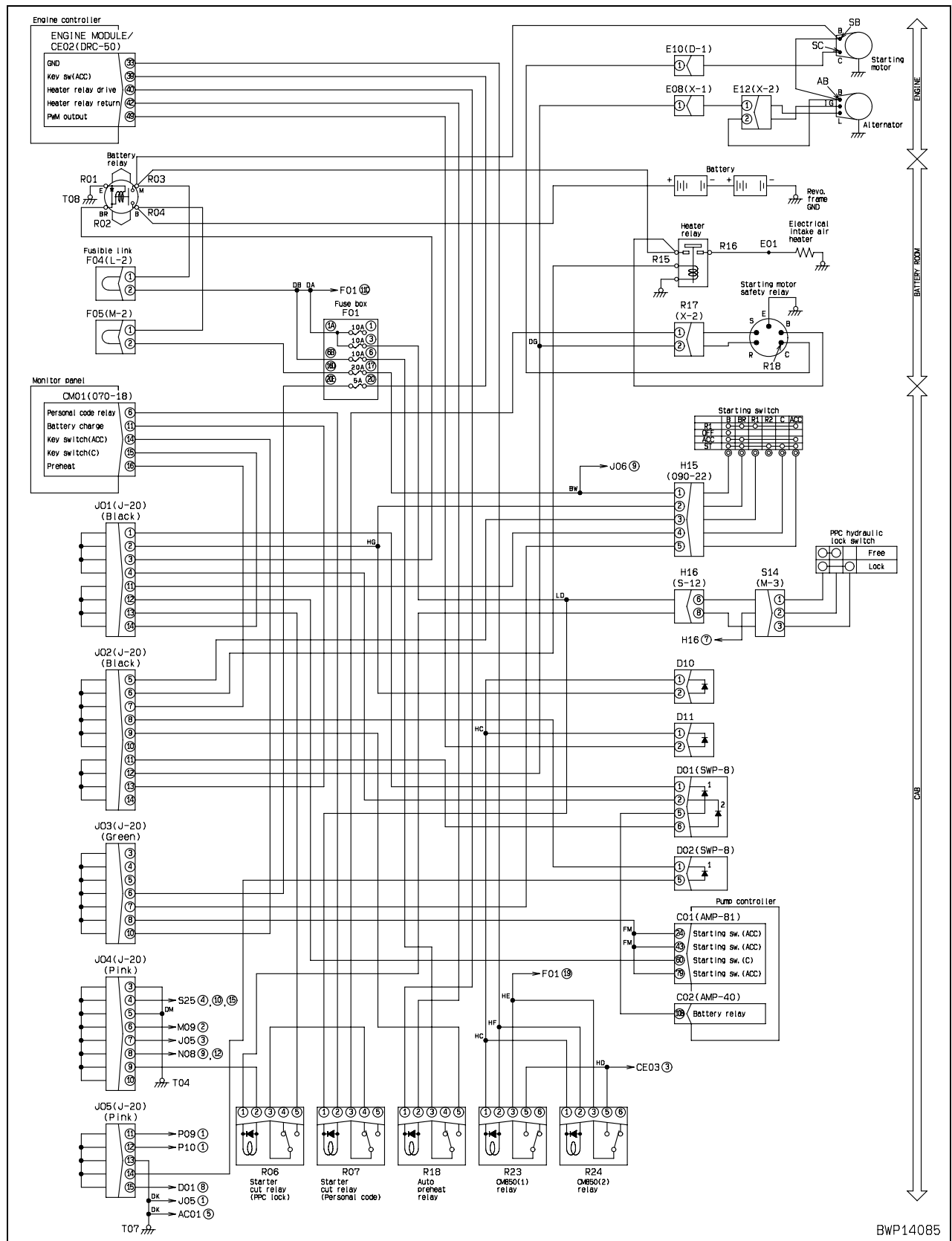
BWP14085

### Failure code [CA2556] Grid Htr Relay Volt Low Error

User code	Failure code	Trouble	Grid heater relay volt low error (Engine controller system)
<b>E15</b>	<b>CA2556</b>		
Contents of trouble	<ul style="list-style-type: none"> <li>Short circuit was detected in drive circuit of intake air heater relay.</li> </ul>		
Action of controller	<ul style="list-style-type: none"> <li>None in particular.</li> </ul>		
Problem that appears on machine	<ul style="list-style-type: none"> <li>Intake air heater does not work (Engine does not start easily and exhaust gas becomes white at low temperature).</li> </ul>		
Related information	<ul style="list-style-type: none"> <li>Method of reproducing failure code: Turn starting switch ON when engine coolant temperature is below -4°C.</li> </ul>		

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting		
		1	Defective automatic pre-heater relay (Internal disconnection)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON. (Troubleshooting for relay unit)	
R18 (male)				Resistance	
Between (1) – (2)				300 – 600 Ω	
★ Prepare with starting switch OFF, then turn starting switch ON and carry out troubleshooting. (Troubleshooting by replacement)					
Replace automatic preheater relay (R18)) with another relay and perform reproducing operation. If "E" of failure code goes off at this time, replaced relay is defective.					
2		Ground fault in wiring harness (Short circuit with GND circuit)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.		
			Wiring harness between CE02 (female) (40) – R18 (female) (1)	Resistance	Min. 100 kΩ
3		Short circuit in wiring harness (with another wiring harness)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.		
			Wiring harness between CE02 (female) (40) – each of CE02 (female) pins (With R18 disconnected)	Resistance	Min. 100 kΩ
4		Defective wiring harness connector	Connecting parts between automatic preheater relay – machine wiring harness – engine controller may be defective. Check them directly. <ul style="list-style-type: none"> <li>Looseness of connector, breakage of lock, or breakage of seal</li> <li>Corrosion, bend, breakage, push-in, or expansion of pin</li> <li>Moisture or dirt in connector or defective insulation</li> </ul>		
5		Defective engine controller	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.		
			CE02 (female)	Resistance	
			Between (40) – (42)	300 – 600 Ω	

Circuit diagram related to engine preheater/starting motor/charging system



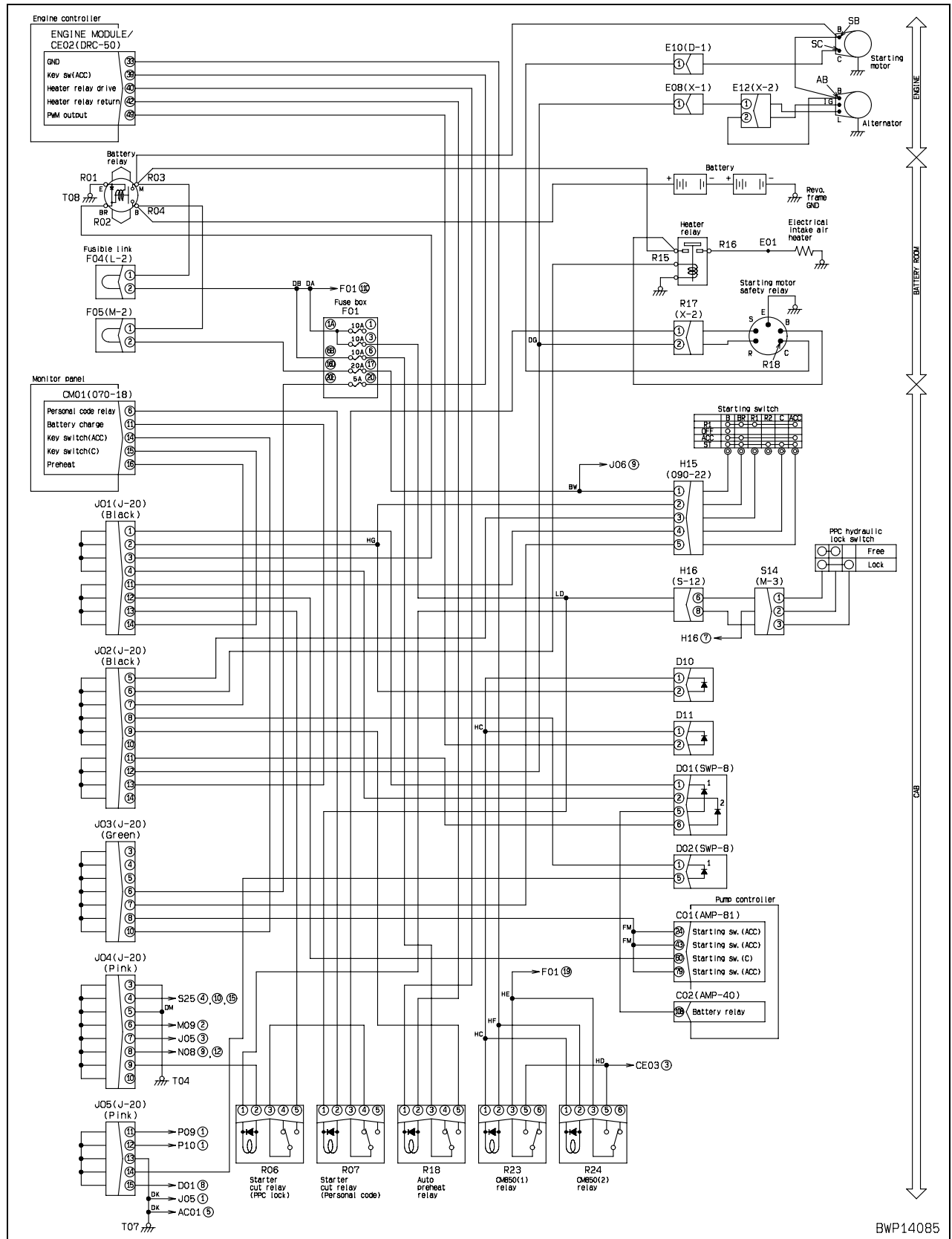
BWP14085

### Failure code [D19JKZ] Personal Code Relay Abnormality

User code	Failure code	Trouble	Personal code relay abnormality (KOMTRAX system in machine monitor)
<b>E01</b>	<b>D19JKZ</b>		
Contents of trouble	<ul style="list-style-type: none"> <li>Disconnection or short circuit was detected in personal code relay circuit.</li> </ul>		
Action of controller	<ul style="list-style-type: none"> <li>None in particular (when disconnection is detected).</li> <li>Turns output to personal code relay OFF (when short circuit is detected).</li> <li>If cause of failure disappears, system resets itself (when disconnection is detected).</li> <li>Even if cause of failure disappears, system does not reset itself until starting switch is turned OFF.</li> </ul>		
Problem that appears on machine			
Related information	<ul style="list-style-type: none"> <li>Method of reproducing failure code: Turn starting switch ON (Disconnection). Trouble cannot be reproduced on machine (Short circuit).</li> </ul>		

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting			
		1	Defective fuse No. 3	If fuse is broken, circuit probably has ground fault (See cause 4).		
2		Defective personal code relay (Internal disconnection or short circuit)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON. (Troubleshooting for relay unit)			
			R07 (male)	Resistance		
			Between (1) – (2)		(300 – 600 Ω)	
			★ Prepare with starting switch OFF, then turn starting switch ON and carry out troubleshooting. (Troubleshooting by replacement)			
Replace personal code relay (R07) with another relay and perform reproducing operation. If "E" of failure code goes off at this time, replaced relay is defective.						
3		Disconnection in wiring harness (Disconnection in wiring or defective contact in connector)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.			
			Wiring harness between F01 (3) – R07 (female) (1)	Resistance	Max. 1 Ω	
			Wiring harness between R07 (female) (2) – CM01 (female) (6)	Resistance	Max. 1 Ω	
4		Ground fault in wiring harness (Short circuit with GND circuit)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.			
			Wiring harness between F01 (3) – R07 (female) (1)	Resistance	Min. 1 MΩ	
			Wiring harness between R07 (female) (2) – CM01 (female) (6)	Resistance	Min. 1 MΩ	
5		Defective machine monitor (KOMTRAX section)	If causes 1 – 4 are not detected, machine monitor (KOMTRAX) may be defective. (Since trouble is in system, troubleshooting cannot be carried out.)			

Circuit diagram related to engine preheater/starting motor/charging system

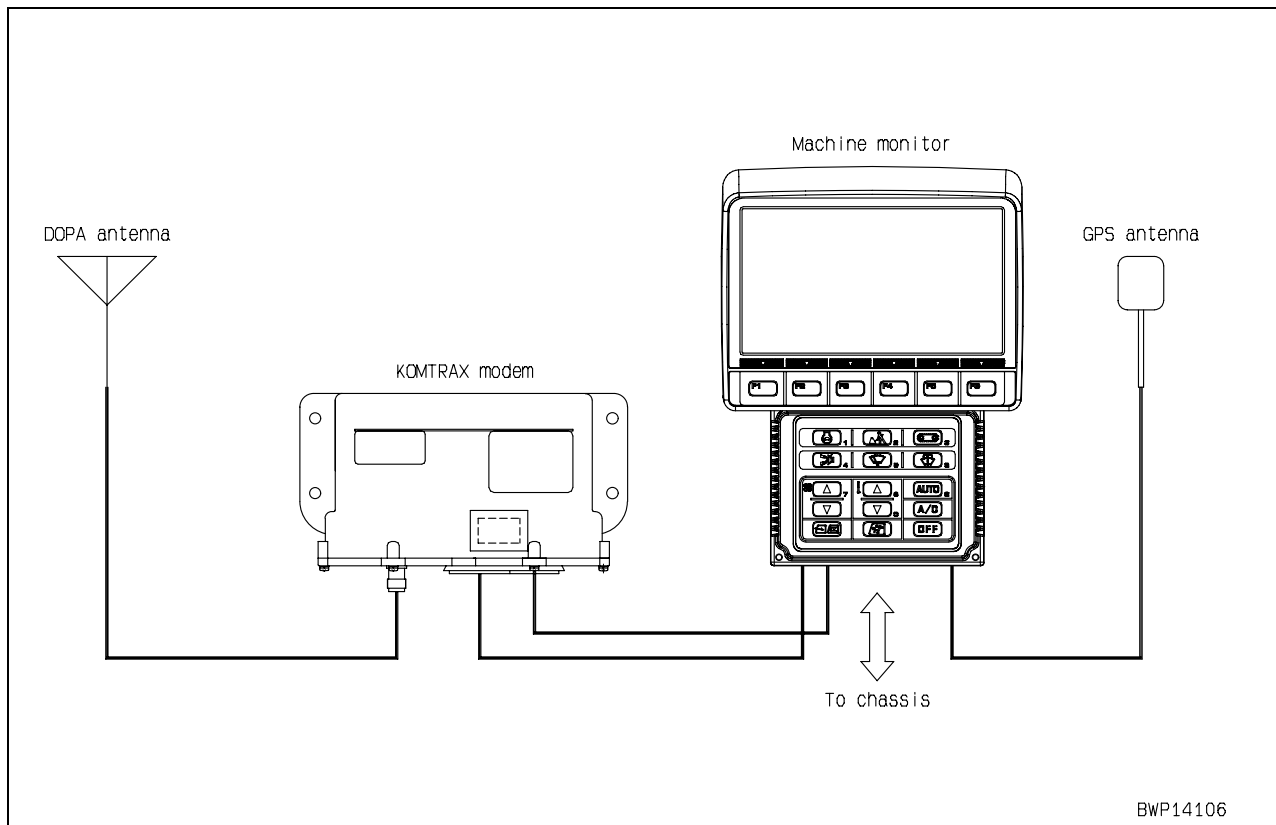


### Failure code [D862KA] GPS Antenna Discon

User code	Failure code	Trouble	GPS antenna disconnection (KOMTRAX system in machine monitor)
—	<b>D862KA</b>		
Contents of trouble	<ul style="list-style-type: none"> <li>Disconnection was detected in GPS antenna circuit.</li> </ul>		
Action of controller	<ul style="list-style-type: none"> <li>None in particular.</li> <li>If cause of failure disappears, system resets itself.</li> </ul>		
Problem that appears on machine	<ul style="list-style-type: none"> <li>GPS cannot measure position.</li> </ul>		
Related information	<ul style="list-style-type: none"> <li>Method of reproducing failure code: Turn starting switch ON.</li> </ul>		

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting
	1	Defective GPS antenna or antenna cable	

### Configuration diagram of KOMTRAX system





## Failure code [DA25KP] 5V Sensor 1 Power Abnormality

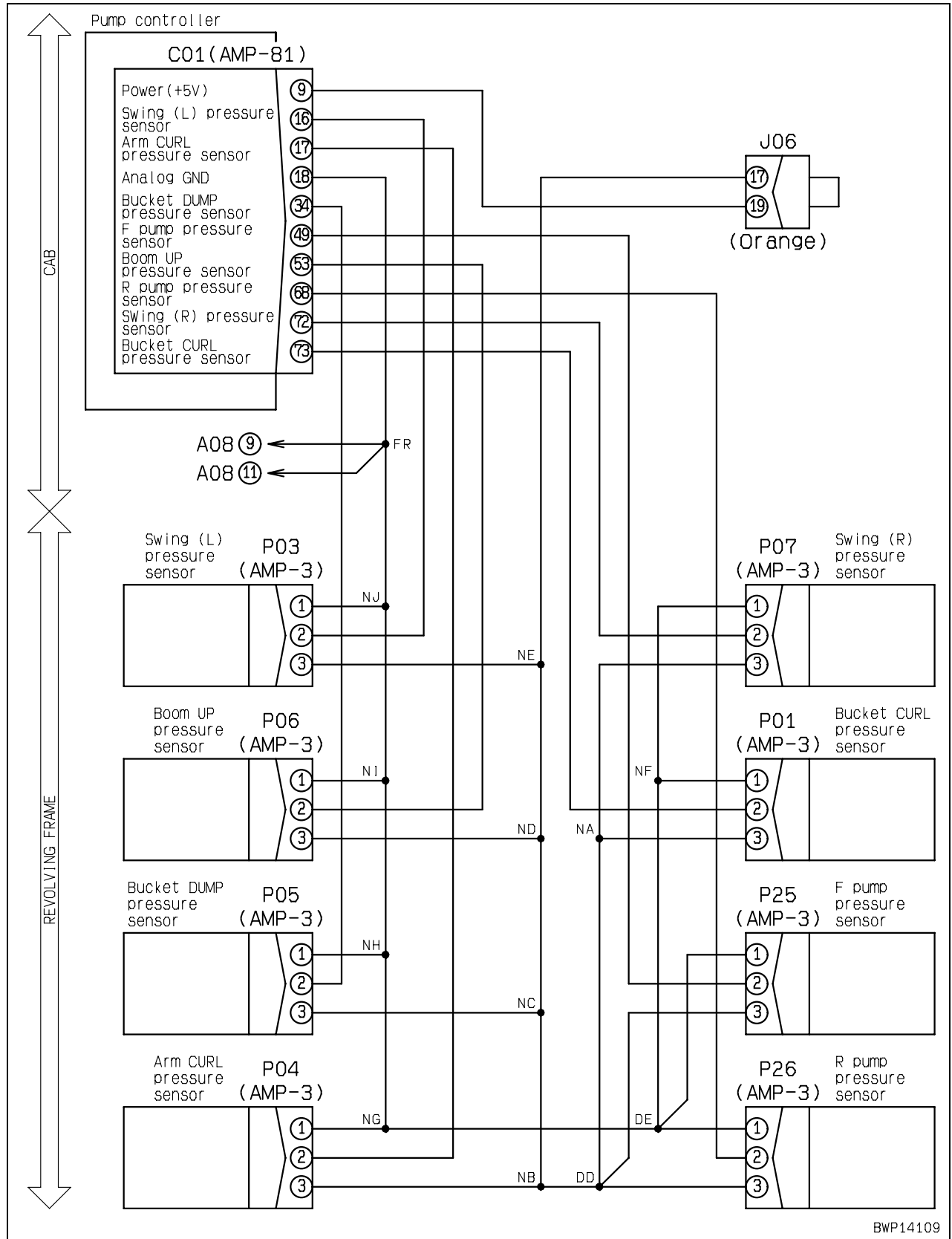
### Overload alarm monitor non-display specification

User code	Failure code	Trouble	5V sensor power supply output 1 abnormality (Pump controller system)
—	<b>DA25KP</b>		
Contents of trouble	<ul style="list-style-type: none"> <li>Voltage of 5V sensor power supply output 1 circuit is below 2.5 V or above 6.0 V.</li> </ul>		
Action of controller	<ul style="list-style-type: none"> <li>Turns output of 5V sensor power supply output 1 OFF.</li> <li>Even if cause of failure disappears, system does not reset itself until starting switch is turned OFF.</li> </ul>		
Problem that appears on machine	<ul style="list-style-type: none"> <li>Automatic gear shifting function does not work (pump pressure sensor system).</li> <li>Fine control performance of work equipment lowers (PPC pressure sensor system).</li> </ul>		
Related information	<ul style="list-style-type: none"> <li>Method of reproducing failure code: Turn starting switch ON.</li> </ul>		

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting		
	Possible causes and standard value in normal state	1	Defective pressure sensor (Internal short circuit)	★ Disconnect connector with starting switch OFF, then turn starting switch ON and carry out troubleshooting.	
				Bucket CURL PPC pressure sensor	P01
				Swing LEFT PPC pressure sensor	P03
				Arm IN PPC pressure sensor	P04
				Bucket DUMP PPC pressure sensor	P05
				Boom RAISE PPC pressure sensor	P06
				Swing RIGHT PPC pressure sensor	P07
				F pump pressure sensor	P25
		R pump pressure sensor	P26		
		2	Ground fault in wiring harness (Short circuit with GND circuit)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.	
	Wiring harness between C01 (female) (9) – J06 – P01 (female) (3) [Bucket CURL PPC pressure sensor system]			Resistance	Min. 1 MΩ
	Wiring harness between C01 (female) (9) – J06 – P03 (female) (3) [Swing LEFT PPC pressure sensor system]			Resistance	Min. 1 MΩ
	Wiring harness between C01 (female) (9) – J06 – P04 (female) (3) [Arm IN PPC pressure sensor system]			Resistance	Min. 1 MΩ
	Wiring harness between C01 (female) (9) – P05 (female) (3) [Bucket DUMP PPC pressure sensor system]			Resistance	Min. 1 MΩ
		Wiring harness between C01 (female) (9) – J06 – P06 (female) (3) [Boom RAISE PPC pressure sensor system]	Resistance	Min. 1 MΩ	

		Cause	Standard value in normal state/Remarks on troubleshooting			
Possible causes and standard value in normal state	2	Ground fault in wiring harness (Short circuit with GND circuit)	Wiring harness between C01 (female) (9) – J06 – P07 (female) (3) [Swing RIGHT PPC pressure sensor system]	Resistance	Min. 1 MΩ	
			Wiring harness between C01 (female) (9) – J06 – P25 (female) (3) [F pump pressure sensor system]	Resistance	Min. 1 MΩ	
			Wiring harness between C01 (female) (9) – J06 – P26 (female) (3) [R pump pressure sensor system]	Resistance	Min. 1 MΩ	
	3	Hot short (Short circuit with 24V circuit) in wiring harness	★ Prepare with starting switch OFF, then turn starting switch ON and carry out troubleshooting.			
			Wiring harness between C01 (female) (9) – J06 – P01 (female) (3) [Bucket CURL PPC pressure sensor system]	Voltage	Max. 1 V	
			Wiring harness between C01 (female) (9) – J06 – P03 (female) (3) [Swing LEFT PPC pressure sensor system]	Voltage	Max. 1 V	
			Wiring harness between C01 (female) (9) – J06 – P04 (female) (3) [Arm IN PPC pressure sensor system]	Voltage	Max. 1 V	
			Wiring harness between C01 (female) (9) – P05 (female) (3) [Bucket DUMP PPC pressure sensor system]	Voltage	Max. 1 V	
			Wiring harness between C01 (female) (9) – J06 – P06 (female) (3) [Boom RAISE PPC pressure sensor system]	Voltage	Max. 1 V	
			Wiring harness between C01 (female) (9) – J06 – P07 (female) (3) [Swing RIGHT PPC pressure sensor system]	Voltage	Max. 1 V	
			Wiring harness between C01 (female) (9) – J06 – P25 (female) (3) [F pump pressure sensor system]	Voltage	Max. 1 V	
			Wiring harness between C01 (female) (9) – J06 – P26 (female) (3) [R pump pressure sensor system]	Voltage	Max. 1 V	
	4	Defective pump controller	If causes 1 – 3 are not detected, pump controller may be defective. (Since trouble is in system, troubleshooting cannot be carried out.)			

**Circuit diagram related to pump controller 5V sensor power supply output 1 (Overload alarm monitor non-display specification)**



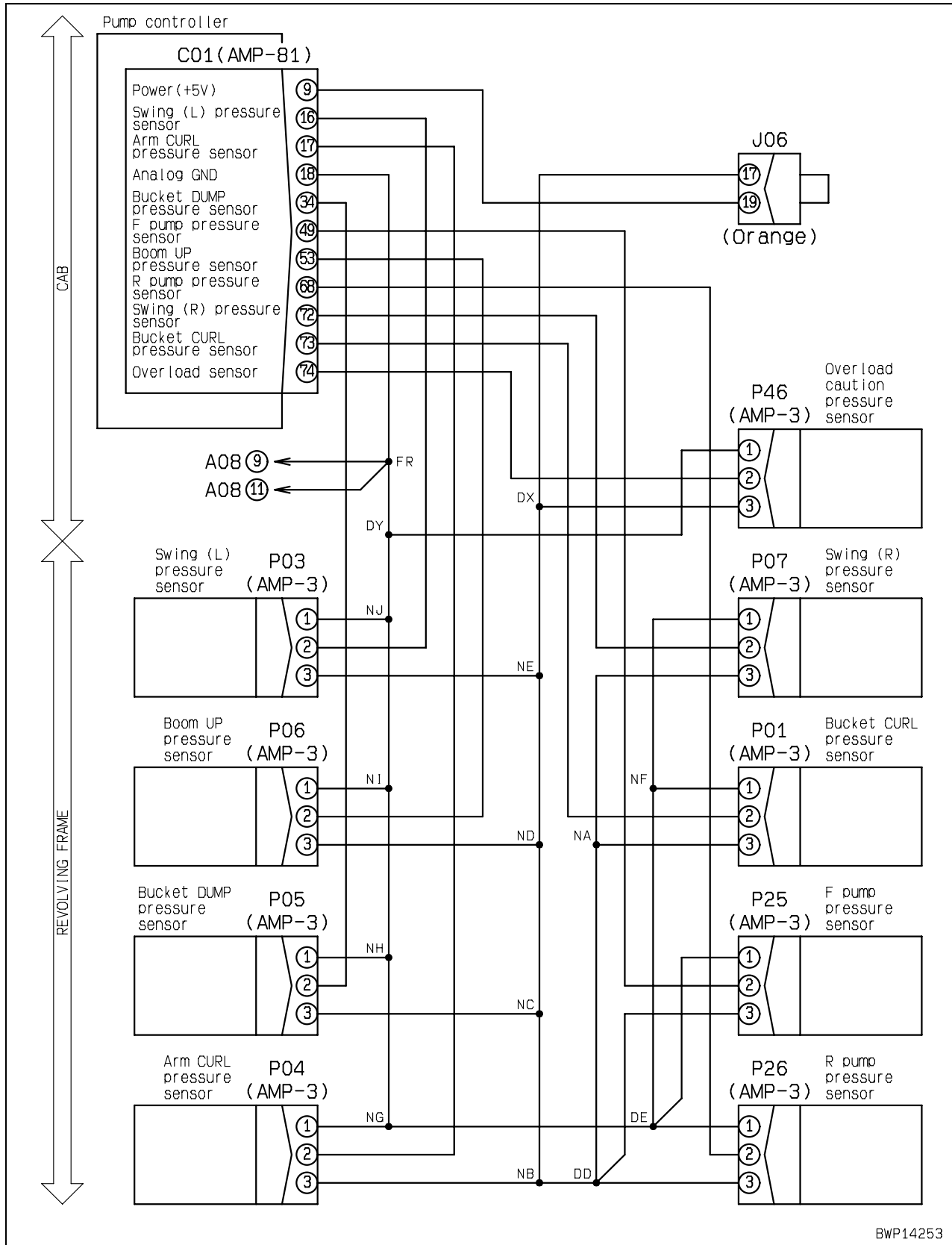
**Overload alarm monitor display specification**

User code	Failure code	Trouble	5V sensor power supply output 1 abnormality (Pump controller system)
—	<b>DA25KP</b>		
Contents of trouble	<ul style="list-style-type: none"> <li>Voltage of 5V sensor power supply output 1 circuit is below 2.5 V or above 6.0 V.</li> </ul>		
Action of controller	<ul style="list-style-type: none"> <li>Turns output of 5V sensor power supply output 1 OFF.</li> <li>Even if cause of failure disappears, system does not reset itself until starting switch is turned OFF.</li> </ul>		
Problem that appears on machine	<ul style="list-style-type: none"> <li>Automatic gear shifting function does not work (pump pressure sensor system).</li> <li>Fine control performance of work equipment lowers (PPC pressure sensor system).</li> <li>Overload alarm monitor does not display normally (Overload alarm pressure sensor system)</li> </ul>		
Related information	<ul style="list-style-type: none"> <li>Method of reproducing failure code: Turn starting switch ON.</li> </ul>		

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting		
	1	Defective pressure sensor (Internal short circuit)	Disconnect sensors at right in order and carry out operation to reproduce trouble. If "E" of failure code goes off when a sensor is disconnected, that sensor is defective.	★ Disconnect connector with starting switch OFF, then turn starting switch ON and carry out troubleshooting.	
Bucket CURL PPC pressure sensor				P01	
Swing LEFT PPC pressure sensor				P03	
Arm IN PPC pressure sensor				P04	
Bucket DUMP PPC pressure sensor				P05	
Boom RAISE PPC pressure sensor				P06	
Swing RIGHT PPC pressure sensor				P07	
F pump pressure sensor				P25	
R pump pressure sensor				P26	
Overload alarm pressure sensor				P46	
2	Ground fault in wiring harness (Short circuit with GND circuit)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.	Wiring harness between C01 (female) (9) – J06 – P01 (female) (3) [Bucket CURL PPC pressure sensor system]	Resistance	Min. 1 MΩ
			Wiring harness between C01 (female) (9) – J06 – P03 (female) (3) [Swing LEFT PPC pressure sensor system]	Resistance	Min. 1 MΩ
			Wiring harness between C01 (female) (9) – J06 – P04 (female) (3) [Arm IN PPC pressure sensor system]	Resistance	Min. 1 MΩ
			Wiring harness between C01 (female) (9) – P05 (female) (3) [Bucket DUMP PPC pressure sensor system]	Resistance	Min. 1 MΩ
			Wiring harness between C01 (female) (9) – J06 – P06 (female) (3) [Boom RAISE PPC pressure sensor system]	Resistance	Min. 1 MΩ

	Cause		Standard value in normal state/Remarks on troubleshooting		
	Possible causes and standard value in normal state	2	Ground fault in wiring harness (Short circuit with GND circuit)	Wiring harness between C01 (female) (9) – J06 – P07 (female) (3) [Swing RIGHT PPC pressure sensor system]	Resistance
Wiring harness between C01 (female) (9) – J06 – P25 (female) (3) [F pump pressure sensor system]				Resistance	Min. 1 MΩ
Wiring harness between C01 (female) (9) – J06 – P26 (female) (3) [R pump pressure sensor system]				Resistance	Min. 1 MΩ
Wiring harness between C01 (female) (9) – J06 – P46 (female) (3) [Overload alarm pressure sensor system]				Resistance	Min. 1 MΩ
3		Hot short (Short circuit with 24V circuit) in wiring harness	★ Prepare with starting switch OFF, then turn starting switch ON and carry out troubleshooting.		
			Wiring harness between C01 (female) (9) – J06 – P01 (female) (3) [Bucket CURL PPC pressure sensor system]	Voltage	Max. 1 V
			Wiring harness between C01 (female) (9) – J06 – P03 (female) (3) [Swing LEFT PPC pressure sensor system]	Voltage	Max. 1 V
			Wiring harness between C01 (female) (9) – J06 – P04 (female) (3) [Arm IN PPC pressure sensor system]	Voltage	Max. 1 V
			Wiring harness between C01 (female) (9) – P05 (female) (3) [Bucket DUMP PPC pressure sensor system]	Voltage	Max. 1 V
			Wiring harness between C01 (female) (9) – J06 – P06 (female) (3) [Boom RAISE PPC pressure sensor system]	Voltage	Max. 1 V
			Wiring harness between C01 (female) (9) – J06 – P07 (female) (3) [Swing RIGHT PPC pressure sensor system]	Voltage	Max. 1 V
			Wiring harness between C01 (female) (9) – J06 – P25 (female) (3) [F pump pressure sensor system]	Voltage	Max. 1 V
			Wiring harness between C01 (female) (9) – J06 – P26 (female) (3) [R pump pressure sensor system]	Voltage	Max. 1 V
			Wiring harness between C01 (female) (9) – J06 – P46 (female) (3) [Overload alarm pressure sensor system]	Voltage	Max. 1 V
4		Defective pump controller	If causes 1 – 3 are not detected, pump controller may be defective. (Since trouble is in system, troubleshooting cannot be carried out.)		

**Circuit diagram related to pump controller 5V sensor power supply output 1 (Overload alarm monitor display specification)**





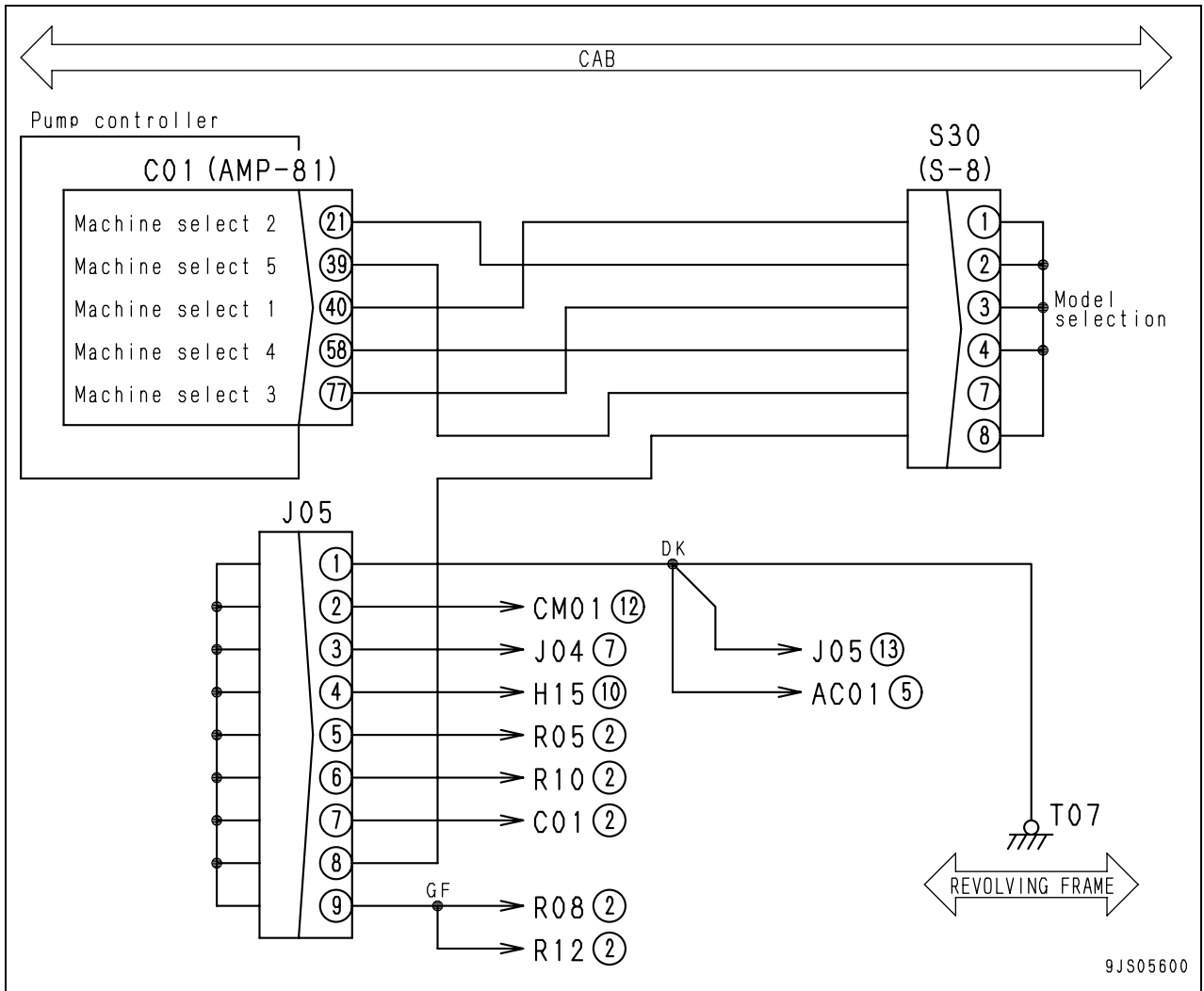
## Failure code [DA29KQ] Model Selection Abnormality

User code	Failure code	Trouble	Model selection abnormality (Pump controller system)
—	<b>DA29KQ</b>		
Contents of trouble	<ul style="list-style-type: none"> <li>Model code signal for model which is not registered in controller is input.</li> </ul>		
Action of controller	<ul style="list-style-type: none"> <li>Changes input model code to code of default model (PC200) and continues control.</li> <li>Even if cause of failure disappears, system does not reset itself until starting switch is turned OFF.</li> </ul>		
Problem that appears on machine	<ul style="list-style-type: none"> <li>Since control is carried out on assumption that model is PC200, power or speed is low.</li> </ul>		
Related information	<ul style="list-style-type: none"> <li>Model code of pump controller can be checked with monitoring function. (Code: 00200 Controller model code)</li> <li>Condition of model selection signal can be checked with monitoring function. (Code: 02201 Switch input 2)</li> <li>Method of reproducing failure code: Turn starting switch ON.</li> </ul>		

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting		
		1	Defective model selection connector (Internal disconnection or short circuit)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.	
S30 (female)				Resistance	
Between (7) – (8)				Min. 1 MΩ	
Between (1), (2), (3), (4) – (8)				Max. 1 Ω	
2		Disconnection in wiring harness (Disconnection in wiring or defective contact in connector)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.		
			Wiring harness between C01 (female) (21) – S30 (male) (2)	Resistance	Max. 1 Ω
			Wiring harness between C01 (female) (40) – S30 (male) (1)	Resistance	Max. 1 Ω
			Wiring harness between C01 (female) (58) – S30 (male) (4)	Resistance	Max. 1 Ω
			Wiring harness between C01 (female) (77) – S30 (male) (3)	Resistance	Max. 1 Ω
			Wiring harness between S30 (male) (8) – J05 – chassis ground (T07)	Resistance	Max. 1 Ω
3		Ground fault in wiring harness (Short circuit with GND circuit)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.		
			Wiring harness between C01 (female) (39) – S30 (male) (7)	Resistance	Min. 1 MΩ
4		Defective pump controller	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.		
	C01 (female)		Resistance		
	Between (39) – chassis ground		Min. 1 MΩ		
		Between (21), (40), (58), (77) – chassis ground	Max. 1 Ω		



Circuit diagram related to model selection connector



PC290LC, 290NLC-8 Hydraulic excavator

Form No. UEN00020-00

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# HYDRAULIC EXCAVATOR

## PC290LC-8 PC290NLC-8

### Machine model      Serial number

PC290LC-8	K50001 and up
PC290NLC-8	K50001 and up

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## 40 Troubleshooting

### Troubleshooting by failure code (Display of code), Part 3

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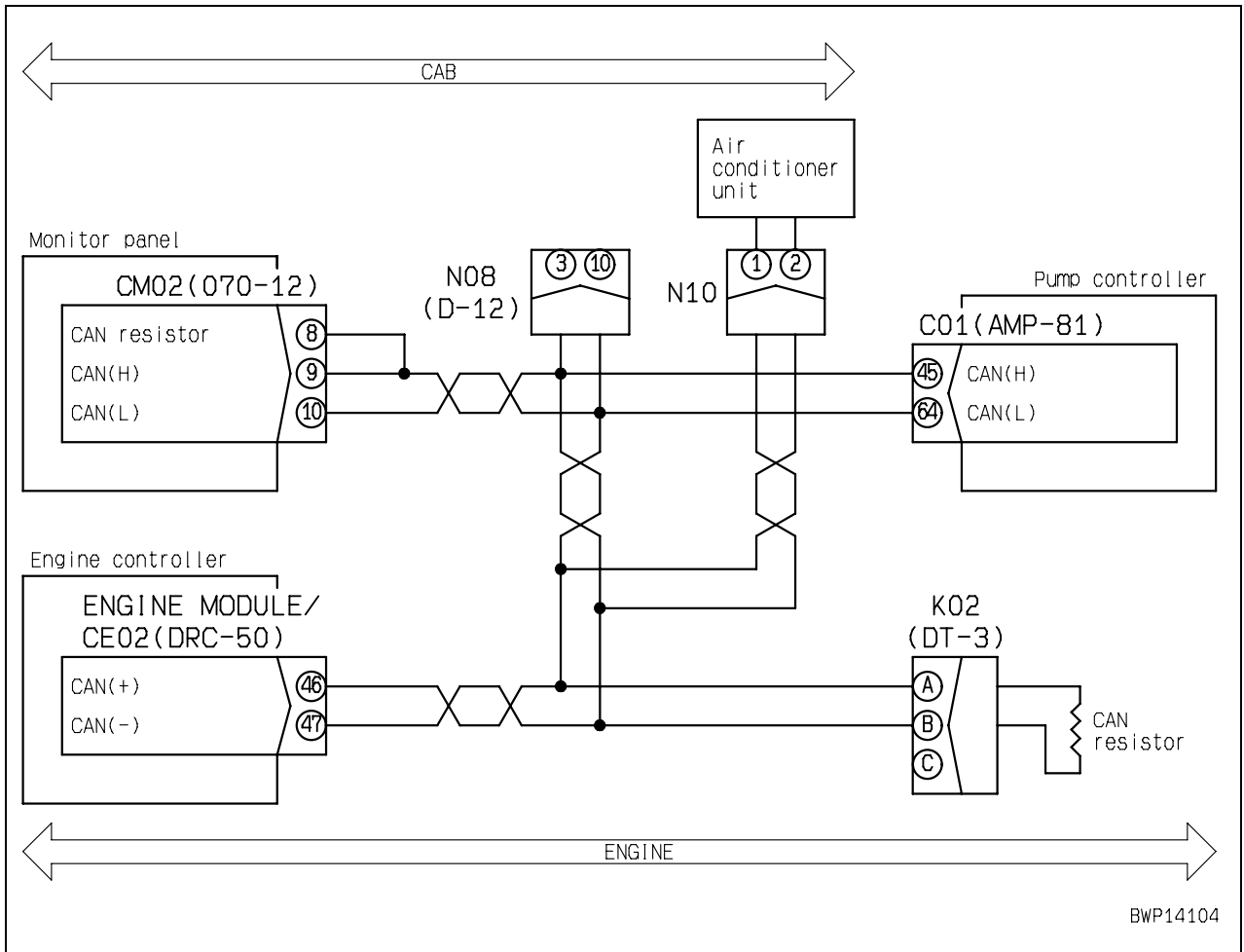
## Troubleshooting by failure code (Display of code), Part 3

### Failure code [DA2RMC] CAN Discon (Pump Con Detected)

User code	Failure code	Trouble	CAN disconnection (Pump controller detected) (Pump controller system)
<b>E0E</b>	<b>DA2RMC</b>		
Contents of trouble	<ul style="list-style-type: none"> <li>Pump controller detected communication error in CAN communication circuit between machine monitor and engine controller.</li> </ul>		
Action of controller	<ul style="list-style-type: none"> <li>Continues operation with information of CAN communication just before detection of error.</li> <li>If cause of failure disappears, system resets itself.</li> </ul>		
Problem that appears on machine	<ul style="list-style-type: none"> <li>Information may not transmitted normally by CAN communication and machine may not operate normally. (Trouble phenomenon depends on failed section.)</li> </ul>		
Related information	<ul style="list-style-type: none"> <li>Method of reproducing failure code: Turn starting switch ON.</li> </ul>		

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting		
		1	Disconnection in wiring harness (Disconnection in wiring or defective contact in connector)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.	
Wiring harness between CM02 (female) (8), (9) – C01 (female) (45), – CE02 (female) (46), – K02 (female) (A)				Resistance	Max. 1 Ω
Wiring harness between CM02 (female) (10) – C01 (female) (64), – CE02 (female) (47), – K02 (female) (B)				Resistance	Max. 1 Ω
2		Ground fault in wiring harness (Short circuit with GND circuit)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.		
			Wiring harness between CM02 (female) (8), (9) – C01 (female) (45), – CE02 (female) (46), – K02 (female) (A), – N08 (male) (3)	Resistance	Min. 1 MΩ
			Wiring harness between CM02 (female) (10) – C01 (female) (64), – CE02 (female) (47), – K02 (female) (B), – N08 (male) (10)	Resistance	Min. 1 MΩ
3		Hot short (Short circuit with 24V circuit) in wiring harness	★ Prepare with starting switch OFF, then turn starting switch ON and carry out troubleshooting.		
			Wiring harness between CM02 (female) (8), (9) – C01 (female) (45), – CE02 (female) (46), – K02 (female) (A), – N08 (male) (3)	Voltage	Max. 5.5 V
			Wiring harness between CM02 (female) (10) – C01 (female) (64), – CE02 (female) (47), – K02 (female) (B), – N08 (male) (10)	Voltage	Max. 5.5 V
4		Defective CAN terminal resistance (Internal short circuit or disconnection)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.		
	K02 (male)		Resistance		
	Between (A) – (B)		120 ± 12 Ω		
5	Defective pump controller	If causes 1 – 4 are not detected, pump controller may be defective. (Since trouble is in system, troubleshooting cannot be carried out.)			

Circuit diagram related to CAN communication



### Failure code [DAFGMC] GPS Module Error

User code	Failure code	Trouble	GPS module operation error (KOMTRAX system in machine monitor)
—	<b>DAFGMC</b>		
Contents of trouble	<ul style="list-style-type: none"> <li>Position data is not sent from GPS module (in machine monitor) to KOMTRAX communication MODEM in 50 seconds after KOMTRAX is started.</li> </ul>		
Action of machine monitor	<ul style="list-style-type: none"> <li>None in particular.</li> <li>If cause of failure disappears, system resets itself.</li> </ul>		
Problem that appears on machine			
Related information	<ul style="list-style-type: none"> <li>Method of reproducing failure code: Turn starting switch ON (At least 50 seconds after starting switch is turned ON).</li> </ul>		

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting
	1	Defective machine monitor	



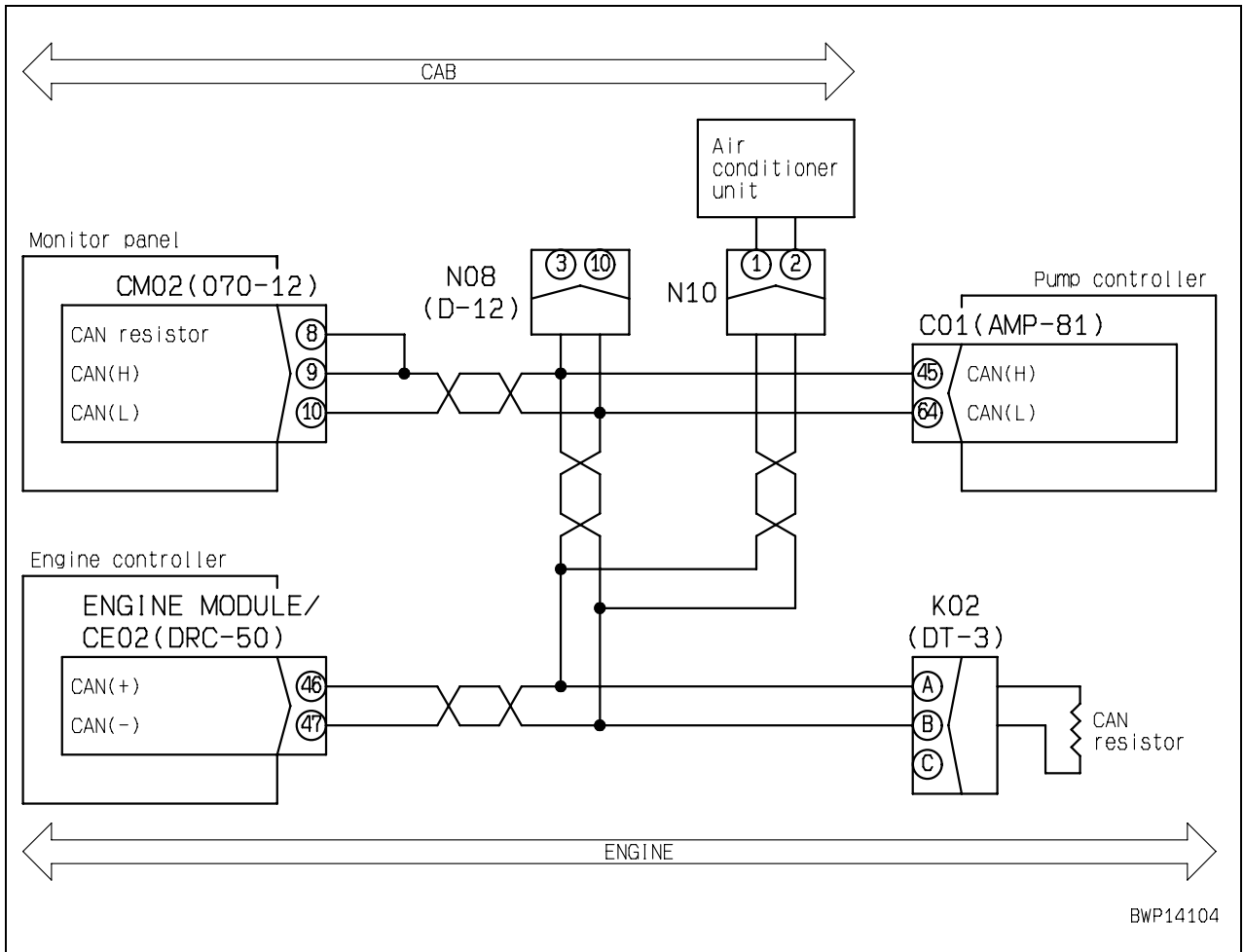


## Failure code [DAFRMC] CAN Discon (Monitor Detected)

User code	Failure code	Trouble	CAN disconnection (Monitor detected) (Machine monitor system)
<b>E0E</b>	<b>DAFRMC</b>		
Contents of trouble	<ul style="list-style-type: none"> <li>Machine monitor detected communication error in CAN communication circuit between pump controller and engine controller.</li> </ul>		
Action of machine monitor	<ul style="list-style-type: none"> <li>If cause of failure disappears, system resets itself.</li> </ul>		
Problem that appears on machine	<ul style="list-style-type: none"> <li>Information may not transmitted normally by CAN communication and machine may not operate normally. (Trouble phenomenon depends on failed section.)</li> </ul>		
Related information	<ul style="list-style-type: none"> <li>Method of reproducing failure code: Turn starting switch ON.</li> </ul>		

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting		
		1	Disconnection in wiring harness (Disconnection in wiring or defective contact in connector)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.	
Wiring harness between CM02 (female) (8), (9) – C01 (female) (45), – CE02 (female) (46), – K02 (female) (A)				Resistance	Max. 1 Ω
Wiring harness between CM02 (female) (10) – C01 (female) (64), – CE02 (female) (47), – K02 (female) (B)				Resistance	Max. 1 Ω
2		Ground fault in wiring harness (Short circuit with GND circuit)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.		
			Wiring harness between CM02 (female) (8), (9) – C01 (female) (45), – CE02 (female) (46), – K02 (female) (A), – N08 (male) (3)	Resistance	Min. 1 MΩ
			Wiring harness between CM02 (female) (10) – C01 (female) (64), – CE02 (female) (47), – K02 (female) (B), – N08 (male) (10)	Resistance	Min. 1 MΩ
3		Hot short (Short circuit with 24V circuit) in wiring harness	★ Prepare with starting switch OFF, then turn starting switch ON and carry out troubleshooting.		
			Wiring harness between CM02 (female) (8), (9) – C01 (female) (45), – CE02 (female) (46), – K02 (female) (A), – N08 (male) (3)	Voltage	Max. 5.5 V
			Wiring harness between CM02 (female) (10) – C01 (female) (64), – CE02 (female) (47), – K02 (female) (B), – N08 (male) (10)	Voltage	Max. 5.5 V
4		Defective CAN terminal resistance (Internal short circuit or disconnection)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.		
			K02 (male)	Resistance	
			Between (A) – (B)	120 ± 12 Ω	
5		Defective machine monitor	If causes 1 – 4 are not detected, machine monitor may be defective. (Since trouble is in system, troubleshooting cannot be carried out.)		

Circuit diagram related to CAN communication

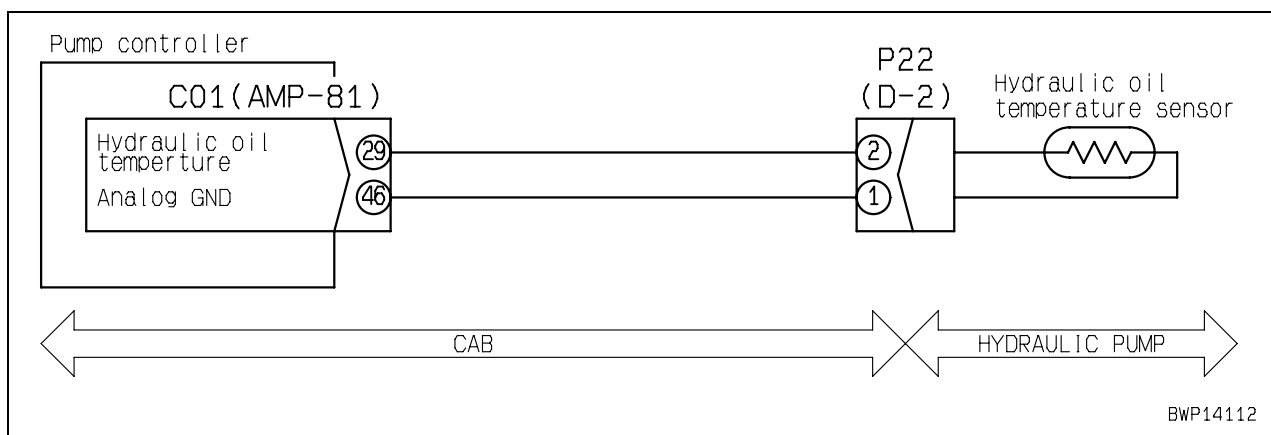


### Failure code [DGH2KB] Hydr Oil Sensor Short

User code	Failure code	Trouble	Hydraulic oil temperature sensor short (Pump controller system)
—	<b>DGH2KB</b>		
Contents of trouble	<ul style="list-style-type: none"> <li>Ground fault was detected in hydraulic oil temperature sensor circuit.</li> </ul>		
Action of controller	<ul style="list-style-type: none"> <li>Fixes hydraulic oil temperature value at 40°C and continues operation.</li> <li>If cause of failure disappears, system resets itself.</li> </ul>		
Problem that appears on machine	<ul style="list-style-type: none"> <li>While hydraulic oil temperature rises normally, hydraulic oil temperature gauge does not move from top of white range (bottom of green range).</li> </ul>		
Related information	<ul style="list-style-type: none"> <li>Signal voltage of hydraulic oil temperature sensor can be checked with monitoring function. (Code: 04402 Hydraulic oil temperature sensor voltage)</li> <li>Method of reproducing failure code: Start engine.</li> </ul>		

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting		
		1	Defective hydraulic oil temperature sensor (Internal disconnection or short circuit)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.	
P22 (male)				Resistance	
Between (1) – (2)				3.5 – 90 kΩ	
Between (2) – chassis ground				Min. 1 MΩ	
2		Ground fault in wiring harness (Short circuit with GND circuit)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.		
			Wiring harness between C01 (female) (29) – P22 (female) (2)	Resistance	Min. 1 MΩ
3		Defective pump controller	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.		
			C01 (female)	Resistance	
	Between (29) – (46)		3.5 – 90 kΩ		
	Between (29) – chassis ground		Min. 1 MΩ		

#### Circuit diagram related to hydraulic oil temperature sensor



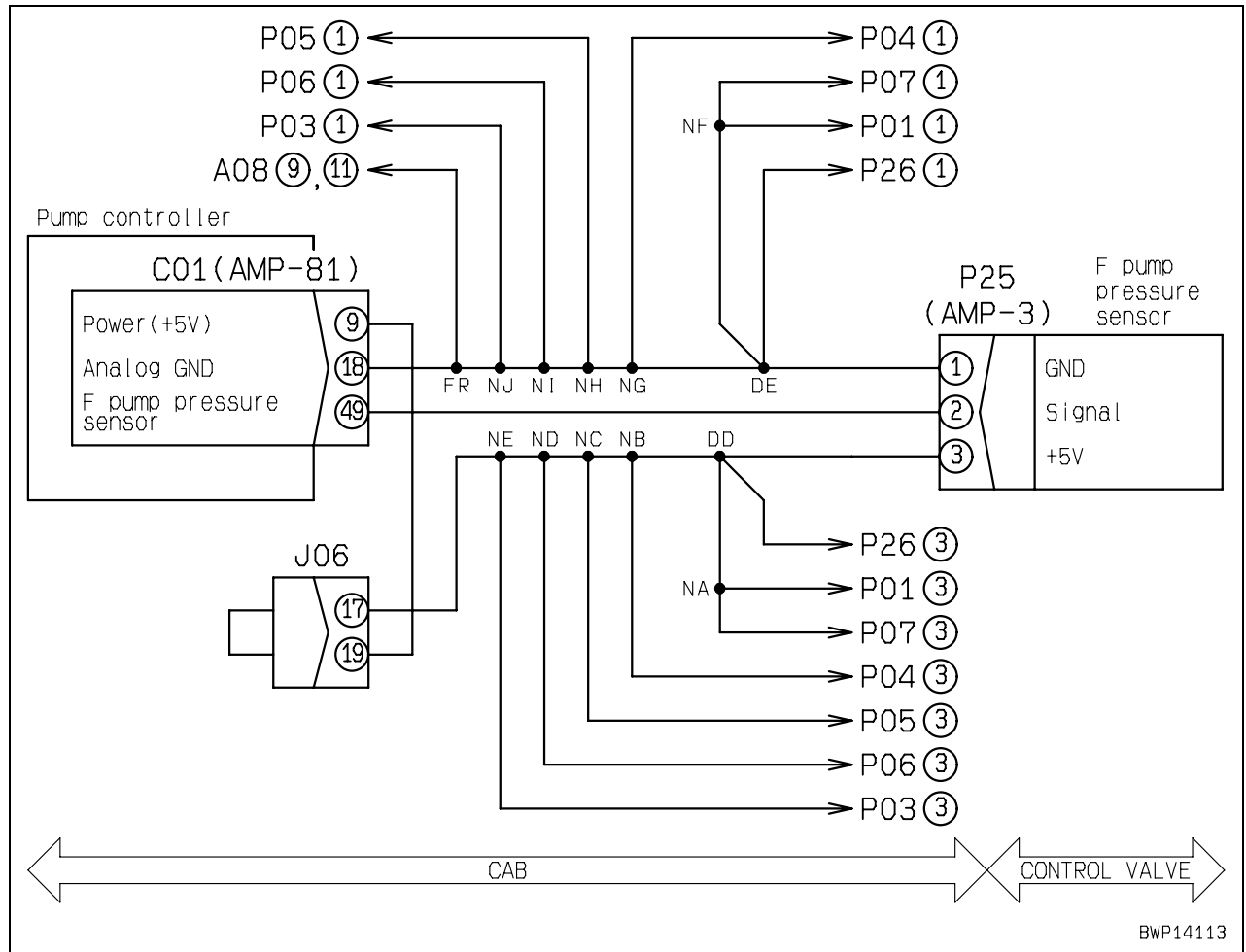


### Failure code [DHPAMA] F Pump Press Sensor Abnormality

User code	Failure code	Trouble	F pump pressure sensor abnormality (Pump controller system)
—	<b>DHPAMA</b>		
Contents of trouble	<ul style="list-style-type: none"> <li>Signal voltage of F pump pressure sensor circuit is below 0.3 V or above 4.5 V.</li> </ul>		
Action of controller	<ul style="list-style-type: none"> <li>Fixes F pump pressure at 0 MPa {0 kg/cm<sup>2</sup>} and continues control.</li> <li>If cause of failure disappears, system resets itself.</li> </ul>		
Problem that appears on machine	<ul style="list-style-type: none"> <li>Automatic gear shifting function does not work.</li> <li>Straight travel performance or steering performance lowers.</li> </ul>		
Related information	<ul style="list-style-type: none"> <li>★ If 5V circuit (3) and ground circuit (1) of pressure sensor are connected inversely, pressure sensor will be broken. Accordingly, take extreme care when checking.</li> <li>F pump pressure can be checked with monitoring function. (Code: 01100 F pump pressure)</li> <li>Method of reproducing failure code: Turn starting switch ON or start engine.</li> </ul>		

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting		
	Possible causes and standard value in normal state	1	Defective 5V sensor power supply 1 system	★ If failure code [DA25KP] is also displayed, carry out troubleshooting for it first.	
2		Defective F pump pressure sensor (Internal defect)	★ Prepare with starting switch OFF, then turn starting switch ON or start engine and carry out troubleshooting in each case.		
			P25		Voltage
			Between (3) – (1)	Power supply	4.5 – 5.5 V
			Between (2) – (1)	Signal	0.3 – 4.5 V
If voltage is abnormal, replace F pump pressure sensor with R pump pressure sensor and check failure code. (If "E" of failure code goes off at this time, F pump pressure sensor is defective.)					
3		Disconnection in wiring harness (Disconnection in wiring or defective contact in connector)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.		
			Wiring harness between C01 (female) (18) – P25 (female) (1)	Resistance	Max. 1 Ω
			Wiring harness between C01 (female) (49) – P25 (female) (2)	Resistance	Max. 1 Ω
			Wiring harness between C01 (female) (9) – J06 – P25 (female) (3)	Resistance	Max. 1 Ω
4		Ground fault in wiring harness (Short circuit with GND circuit)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.		
			Wiring harness between C01 (female) (49) – P25 (female) (2)	Resistance	Min. 1 MΩ
5	Hot short (Short circuit with 24V circuit) in wiring harness	★ Prepare with starting switch OFF, then turn starting switch ON and carry out troubleshooting.			
		Wiring harness between C01 (female) (49) – P25 (female) (2)	Voltage	Max. 1 V	
6	Defective pump controller	If causes 1 – 5 are not detected, pump controller may be defective. (Since trouble is in system, troubleshooting cannot be carried out.)			

Circuit diagram related to F pump pressure sensor



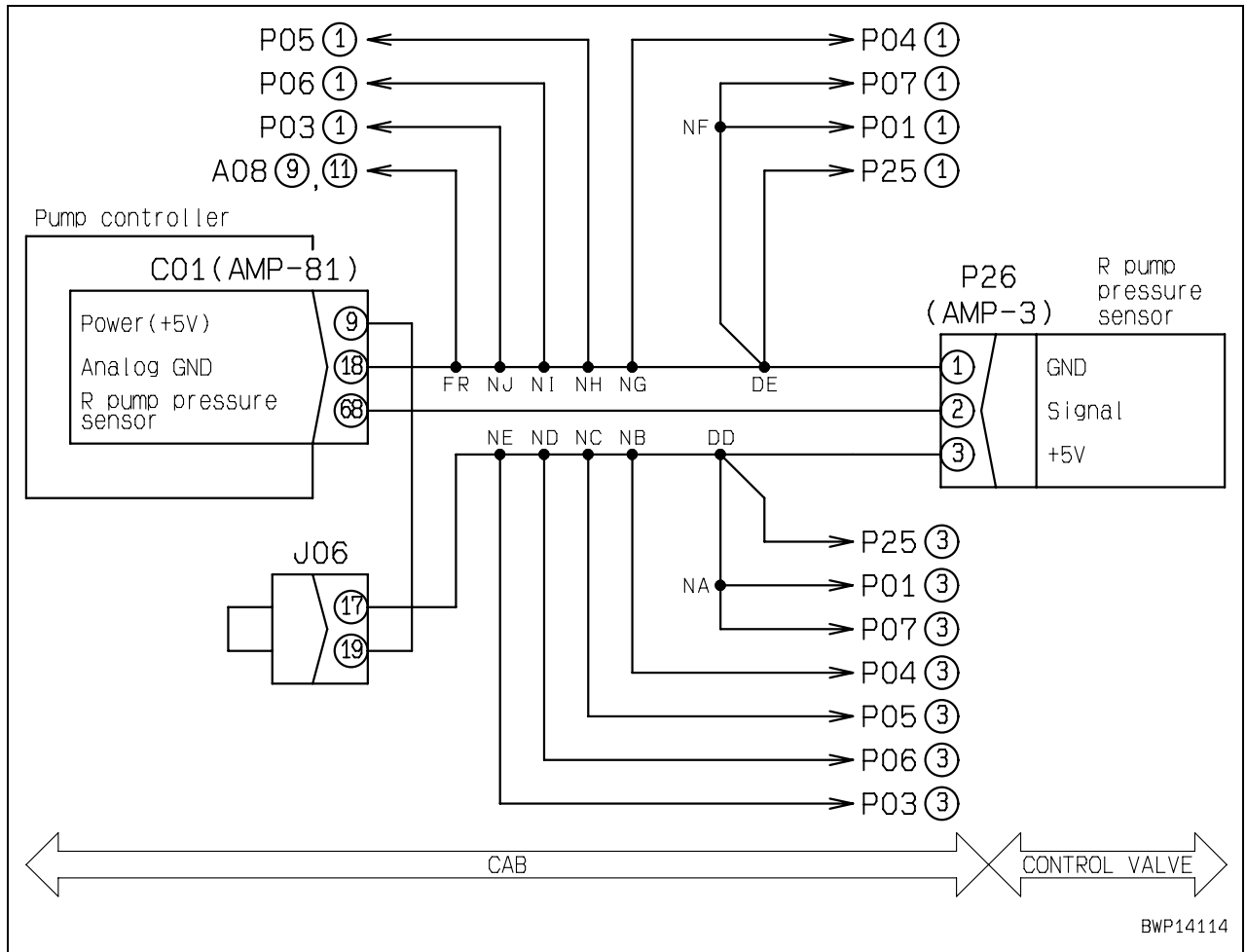
## Failure code [DHPBMA] R Pump Press Sensor Abnormality

User code	Failure code	Trouble	R pump pressure sensor abnormality (Pump controller system)
—	<b>DHPBMA</b>		
Contents of trouble	<ul style="list-style-type: none"> <li>Signal voltage of R pump pressure sensor circuit is below 0.3 V or above 4.5 V.</li> </ul>		
Action of controller	<ul style="list-style-type: none"> <li>Fixes R pump pressure at 0 MPa {0 kg/cm<sup>2</sup>} and continues control.</li> <li>If cause of failure disappears, system resets itself.</li> </ul>		
Problem that appears on machine	<ul style="list-style-type: none"> <li>Automatic gear shifting function does not work.</li> <li>Straight travel performance or steering performance lowers.</li> </ul>		
Related information	<ul style="list-style-type: none"> <li>★ If 5V circuit (3) and ground circuit (1) of pressure sensor are connected inversely, pressure sensor will be broken. Accordingly, take extreme care when checking.</li> <li>R pump pressure can be checked with monitoring function. (Code: 01101 R pump pressure)</li> <li>Method of reproducing failure code: Turn starting switch ON or start engine.</li> </ul>		

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting		
	Possible causes and standard value in normal state	1	Defective 5V sensor power supply 1 system	If failure code [DA25KP] is also displayed, carry out troubleshooting for it first.	
2		Defective R pump pressure sensor (Internal defect)	★ Prepare with starting switch OFF, then turn starting switch ON or start engine and carry out troubleshooting in each case.		
			P26		Voltage
			Between (3) – (1)	Power supply	4.5 – 5.5 V
			Between (2) – (1)	Signal	0.3 – 4.5 V
If voltage is abnormal, replace R pump pressure sensor with F pump pressure sensor and check failure code. (If "E" of failure code goes off at this time, R pump pressure sensor is defective.)					
3		Disconnection in wiring harness (Disconnection in wiring or defective contact in connector)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.		
			Wiring harness between C01 (female) (18) – P26 (female) (1)	Resistance	Max. 1 Ω
			Wiring harness between C01 (female) (68) – P26 (female) (2)	Resistance	Max. 1 Ω
			Wiring harness between C01 (female) (9) – J06 – P26 (female) (3)	Resistance	Max. 1 Ω
4		Ground fault in wiring harness (Short circuit with GND circuit)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.		
			Wiring harness between C01 (female) (68) – P26 (female) (2)	Resistance	Min. 1 MΩ
5		Hot short (Short circuit with 24V circuit) in wiring harness	★ Prepare with starting switch OFF, then turn starting switch ON and carry out troubleshooting.		
	Wiring harness between C01 (female) (68) – P26 (female) (2)		Voltage	Max. 1 V	
6	Defective pump controller	If causes 1 – 5 are not detected, pump controller may be defective. (Since trouble is in system, troubleshooting cannot be carried out.)			



Circuit diagram related to R pump pressure sensor

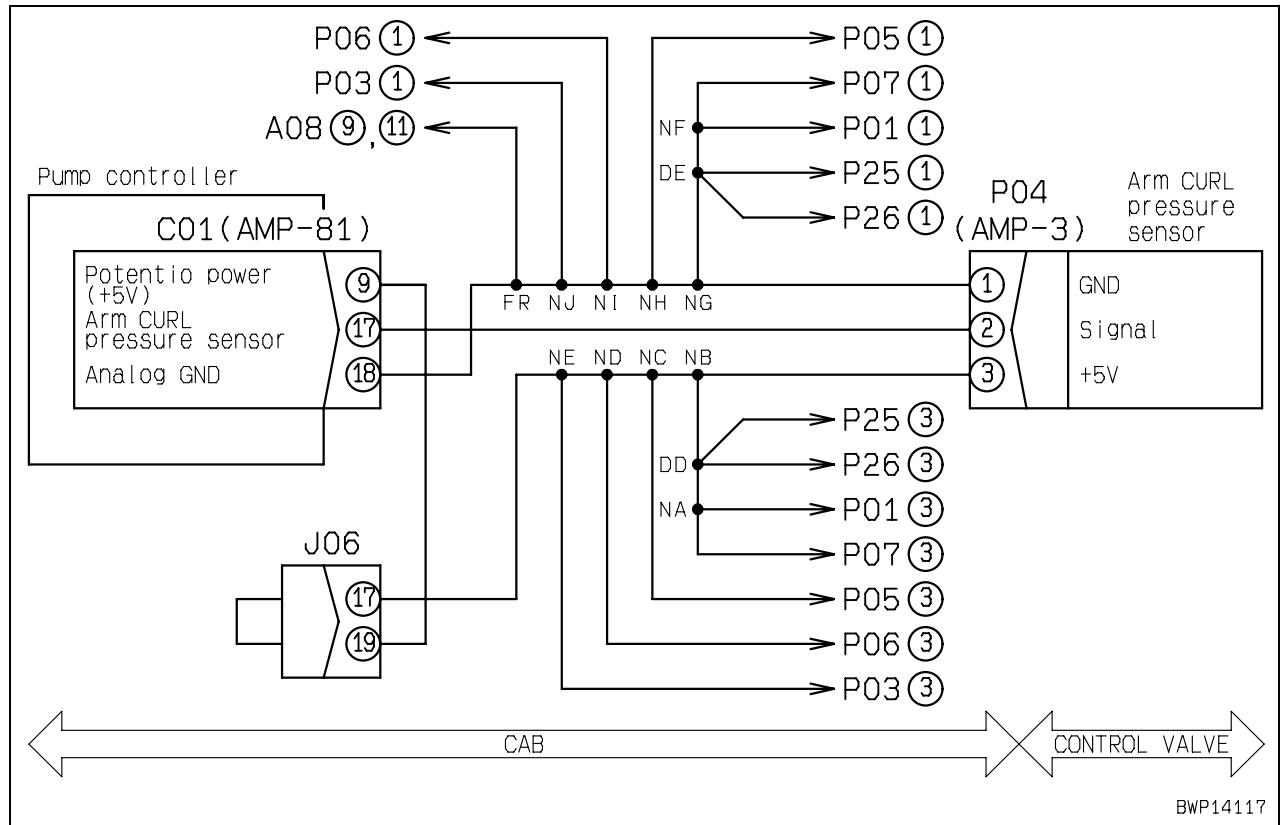


### Failure code [DHS3MA] Arm Curl PPC Press Sensor Abnormality

User code	Failure code	Trouble	Arm curl PPC pressure sensor abnormality (Pump controller system)
—	<b>DHS3MA</b>		
Contents of trouble	<ul style="list-style-type: none"> <li>Signal voltage of arm curl PPC pressure sensor circuit is below 0.3 V or above 4.5 V.</li> </ul>		
Action of controller	<ul style="list-style-type: none"> <li>Fixes arm curl PPC pressure at 0 MPa {0 kg/cm<sup>2</sup>} and continues control.</li> <li>If cause of failure disappears, system resets itself.</li> </ul>		
Problem that appears on machine	<ul style="list-style-type: none"> <li>Automatic decelerator cannot be reset.</li> <li>Arm curl performance lowers.</li> </ul>		
Related information	<ul style="list-style-type: none"> <li>★ If 5V circuit (3) and ground circuit (1) of pressure sensor are connected inversely, pressure sensor will be broken. Accordingly, take extreme care when checking.</li> <li>Arm curl PPC pressure can be checked with monitoring function. (Code: 07200 Arm curl PPC pressure)</li> <li>Method of reproducing failure code: Turn starting switch ON or start engine.</li> </ul>		

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting			
		1	Defective 5V sensor power supply 1 system	If failure code [DA25KP] is also displayed, carry out troubleshooting for it first.		
2		Defective arm curl PPC pressure sensor (Internal defect)	★ Prepare with starting switch OFF, then turn starting switch ON or start engine and carry out troubleshooting in each case.			
			P04		Voltage	
			Between (3) – (1)	Power supply	4.5 – 5.5 V	
			Between (2) – (1)	Signal	0.3 – 4.5 V	
If voltage is abnormal, replace arm curl PPC pressure sensor with another PPC pressure sensor and check failure code. (If "E" of failure code goes off at this time, arm curl PPC pressure sensor is defective.)						
3		Disconnection in wiring harness (Disconnection in wiring or defective contact in connector)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.			
			Wiring harness between C01 (female) (18) – P04 (female) (1)	Resistance	Max. 1 Ω	
			Wiring harness between C01 (female) (17) – P04 (female) (2)	Resistance	Max. 1 Ω	
Wiring harness between C01 (female) (9) – J06 – P04 (female) (3)			Resistance	Max. 1 Ω		
4		Ground fault in wiring harness (Short circuit with GND circuit)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.			
			Wiring harness between C01 (female) (17) – P04 (female) (2)	Resistance	Min. 1 MΩ	
5	Hot short (Short circuit with 24V circuit) in wiring harness	★ Prepare with starting switch OFF, then turn starting switch ON and carry out troubleshooting.				
		Wiring harness between C01 (female) (17) – P04 (female) (2)	Voltage	Max. 1 V		
6	Defective pump controller	If causes 1 – 5 are not detected, pump controller may be defective. (Since trouble is in system, troubleshooting cannot be carried out.)				

Circuit diagram related to arm curl PPC pressure sensor

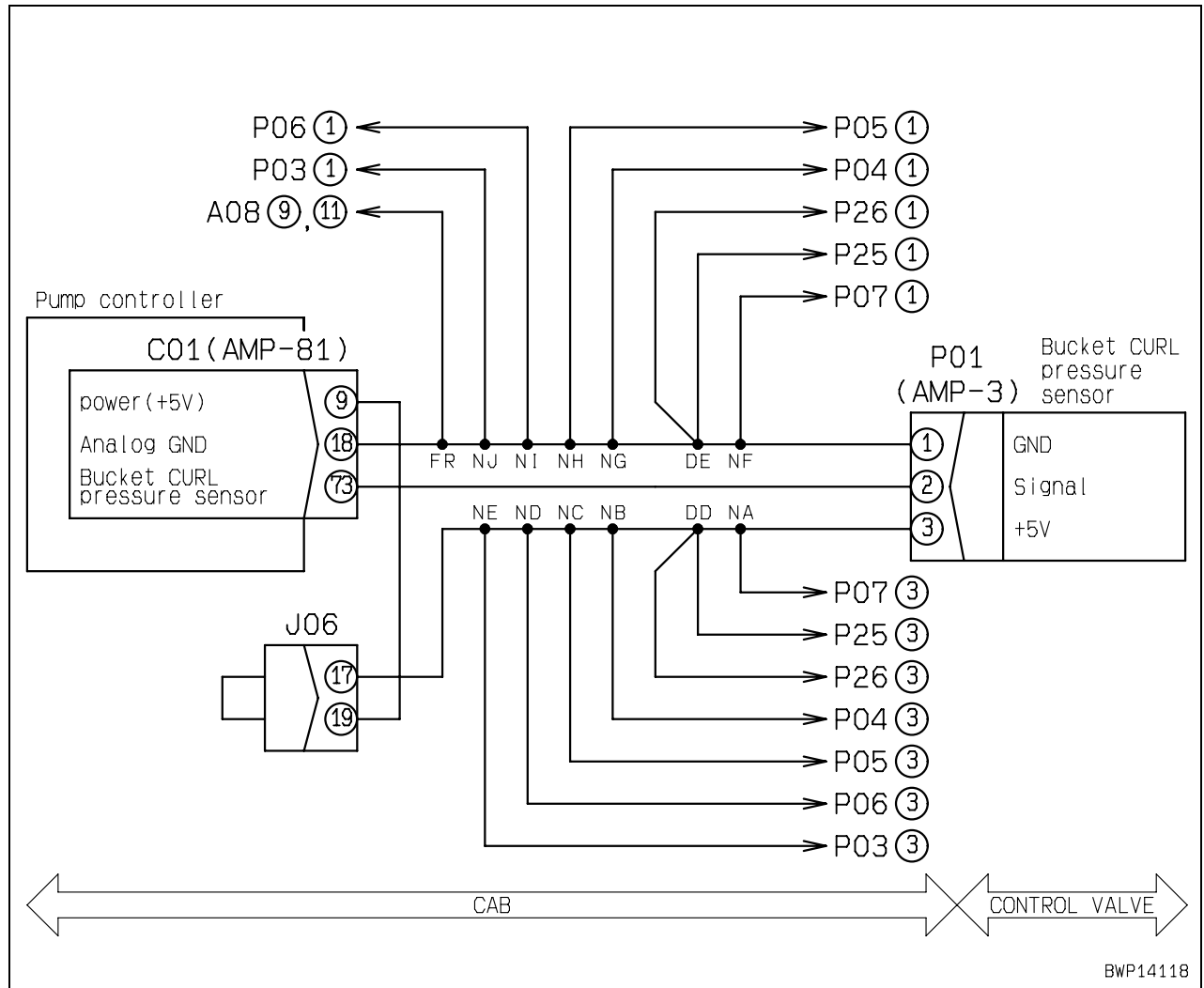


## Failure code [DHS4MA] Bucket Curl PPC Press Sensor Abnormality

User code	Failure code	Trouble	Bucket curl PPC pressure sensor abnormality (Pump controller system)
—	<b>DHS4MA</b>		
Contents of trouble	<ul style="list-style-type: none"> <li>Signal voltage of bucket curl PPC pressure sensor circuit is below 0.3 V or above 4.5 V.</li> </ul>		
Action of controller	<ul style="list-style-type: none"> <li>Fixes bucket curl PPC pressure at 0 MPa {0 kg/cm<sup>2</sup>} and continues control.</li> <li>If cause of failure disappears, system resets itself.</li> </ul>		
Problem that appears on machine	<ul style="list-style-type: none"> <li>Automatic decelerator cannot be reset.</li> <li>Bucket curl performance lowers.</li> </ul>		
Related information	<ul style="list-style-type: none"> <li>★ If 5V circuit (3) and ground circuit (1) of pressure sensor are connected inversely, pressure sensor will be broken. Accordingly, take extreme care when checking.</li> <li>Bucket curl PPC pressure can be checked with monitoring function. (Code: 07300 Bucket curl PPC pressure)</li> <li>Method of reproducing failure code: Turn starting switch ON or start engine.</li> </ul>		

	Cause		Standard value in normal state/Remarks on troubleshooting			
	Possible causes and standard value in normal state	1	Defective 5V sensor power supply 1 system	If failure code [DA25KP] is also displayed, carry out troubleshooting for it first.		
2		Defective bucket curl PPC pressure sensor (Internal defect)	★ Prepare with starting switch OFF, then turn starting switch ON or start engine and carry out troubleshooting in each case.			
			P01		Voltage	
			Between (3) – (1)	Power supply	4.5 – 5.5 V	
			Between (2) – (1)	Signal	0.3 – 4.5 V	
If voltage is abnormal, replace bucket curl PPC pressure sensor with another PPC pressure sensor and check failure code. (If "E" of failure code goes off at this time, bucket curl PPC pressure sensor is defective.)						
3		Disconnection in wiring harness (Disconnection in wiring or defective contact in connector)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.			
			Wiring harness between C01 (female) (18) – P01 (female) (1)	Resistance	Max. 1 Ω	
			Wiring harness between C01 (female) (73) – P01 (female) (2)	Resistance	Max. 1 Ω	
4		Ground fault in wiring harness (Short circuit with GND circuit)	Wiring harness between C01 (female) (9) – J06 – P01 (female) (3)	Resistance	Max. 1 Ω	
			★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.			
5		Hot short (Short circuit with 24V circuit) in wiring harness	Wiring harness between C01 (female) (73) – P01 (female) (2)	Resistance	Min. 1 MΩ	
	★ Prepare with starting switch OFF, then turn starting switch ON and carry out troubleshooting.					
6	Defective pump controller	Wiring harness between C01 (female) (73) – P01 (female) (2)	Voltage	Max. 1 V		
		If causes 1 – 5 are not detected, pump controller may be defective. (Since trouble is in system, troubleshooting cannot be carried out.)				

Circuit diagram related to bucket curl PPC pressure sensor

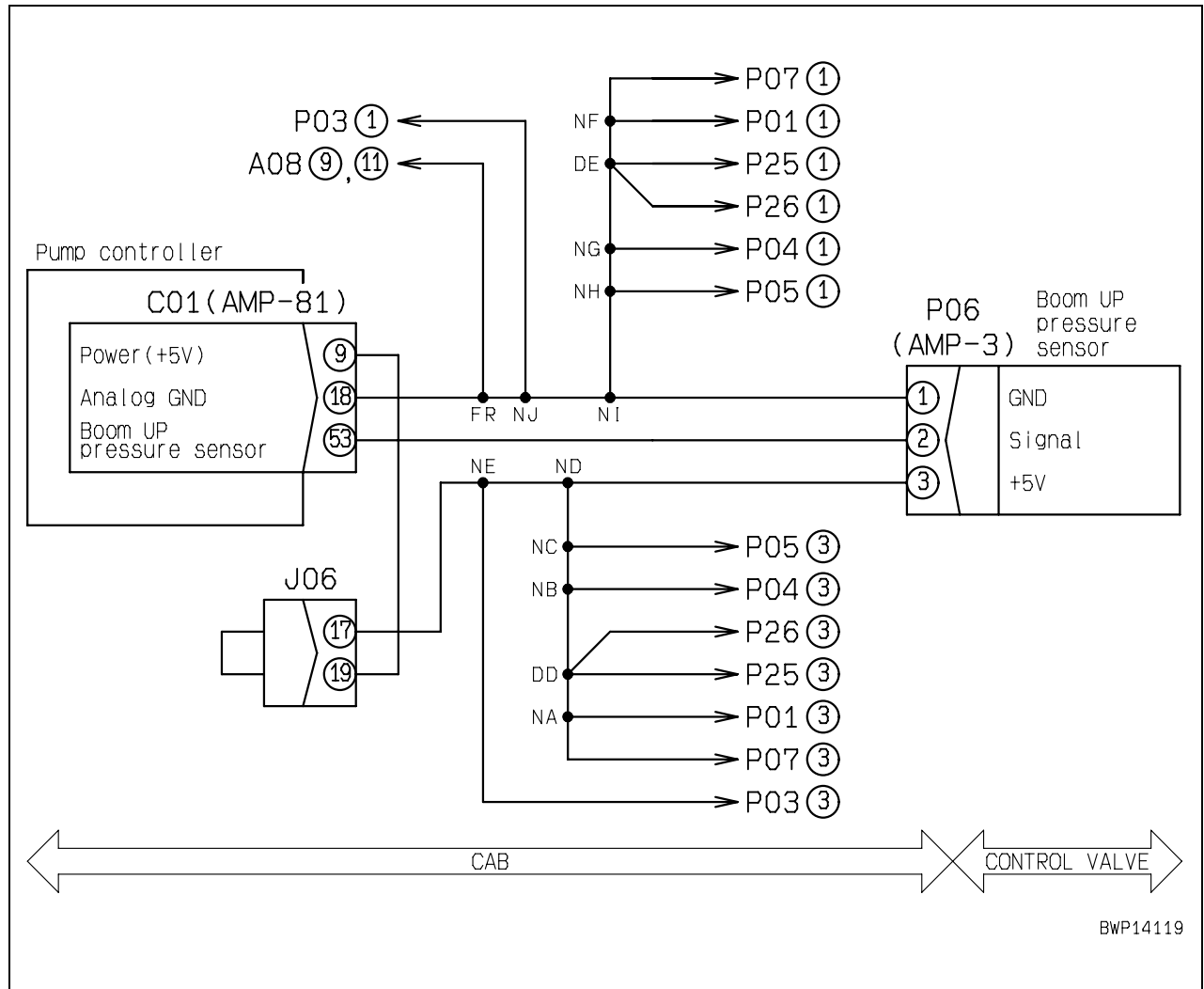


### Failure code [DHS8MA] Boom Raise PPC Press Sensor Abnormality

User code	Failure code	Trouble	Boom raise PPC pressure sensor abnormality (Pump controller system)
—	<b>DHS8MA</b>		
Contents of trouble	<ul style="list-style-type: none"> <li>Signal voltage of boom raise PPC pressure sensor circuit is below 0.3 V or above 4.5 V.</li> </ul>		
Action of controller	<ul style="list-style-type: none"> <li>Fixes boom raise PPC pressure at 0 MPa {0 kg/cm<sup>2</sup>} and continues control.</li> <li>If cause of failure disappears, system resets itself.</li> </ul>		
Problem that appears on machine	<ul style="list-style-type: none"> <li>Automatic decelerator cannot be reset.</li> <li>Boom raise performance lowers.</li> </ul>		
Related information	<ul style="list-style-type: none"> <li>★ If 5V circuit (3) and ground circuit (1) of pressure sensor are connected inversely, pressure sensor will be broken. Accordingly, take extreme care when checking.</li> <li>Boom raise PPC pressure can be checked with monitoring function. (Code: 07400 Boom raise PPC pressure)</li> <li>Method of reproducing failure code: Turn starting switch ON or start engine.</li> </ul>		

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting			
	Possible causes and standard value in normal state	1	Defective 5V sensor power supply 1 system	If failure code [DA25KP] is also displayed, carry out troubleshooting for it first.		
2		Defective boom raise PPC pressure sensor (Internal defect)	★ Prepare with starting switch OFF, then turn starting switch ON or start engine and carry out troubleshooting in each case.			
			P06		Voltage	
			Between (3) – (1)	Power supply	4.5 – 5.5 V	
			Between (2) – (1)	Signal	0.3 – 4.5 V	
If voltage is abnormal, replace boom raise PPC pressure sensor with another PPC pressure sensor and check failure code. (If "E" of failure code goes off at this time, boom raise PPC pressure sensor is defective.)						
3		Disconnection in wiring harness (Disconnection in wiring or defective contact in connector)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.			
			Wiring harness between C01 (female) (18) – P06 (female) (1)	Resistance	Max. 1 Ω	
			Wiring harness between C01 (female) (53) – P06 (female) (2)	Resistance	Max. 1 Ω	
			Wiring harness between C01 (female) (9) – J06 – P06 (female) (3)	Resistance	Max. 1 Ω	
4		Ground fault in wiring harness (Short circuit with GND circuit)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.			
			Wiring harness between C01 (female) (53) – P06 (female) (2)	Resistance	Min. 1 MΩ	
5		Hot short (Short circuit with 24V circuit) in wiring harness	★ Prepare with starting switch OFF, then turn starting switch ON and carry out troubleshooting.			
	Wiring harness between C01 (female) (53) – P06 (female) (2)		Voltage	Max. 1 V		
6	Defective pump controller	If causes 1 – 5 are not detected, pump controller may be defective. (Since trouble is in system, troubleshooting cannot be carried out.)				

Circuit diagram related to boom raise PPC pressure sensor



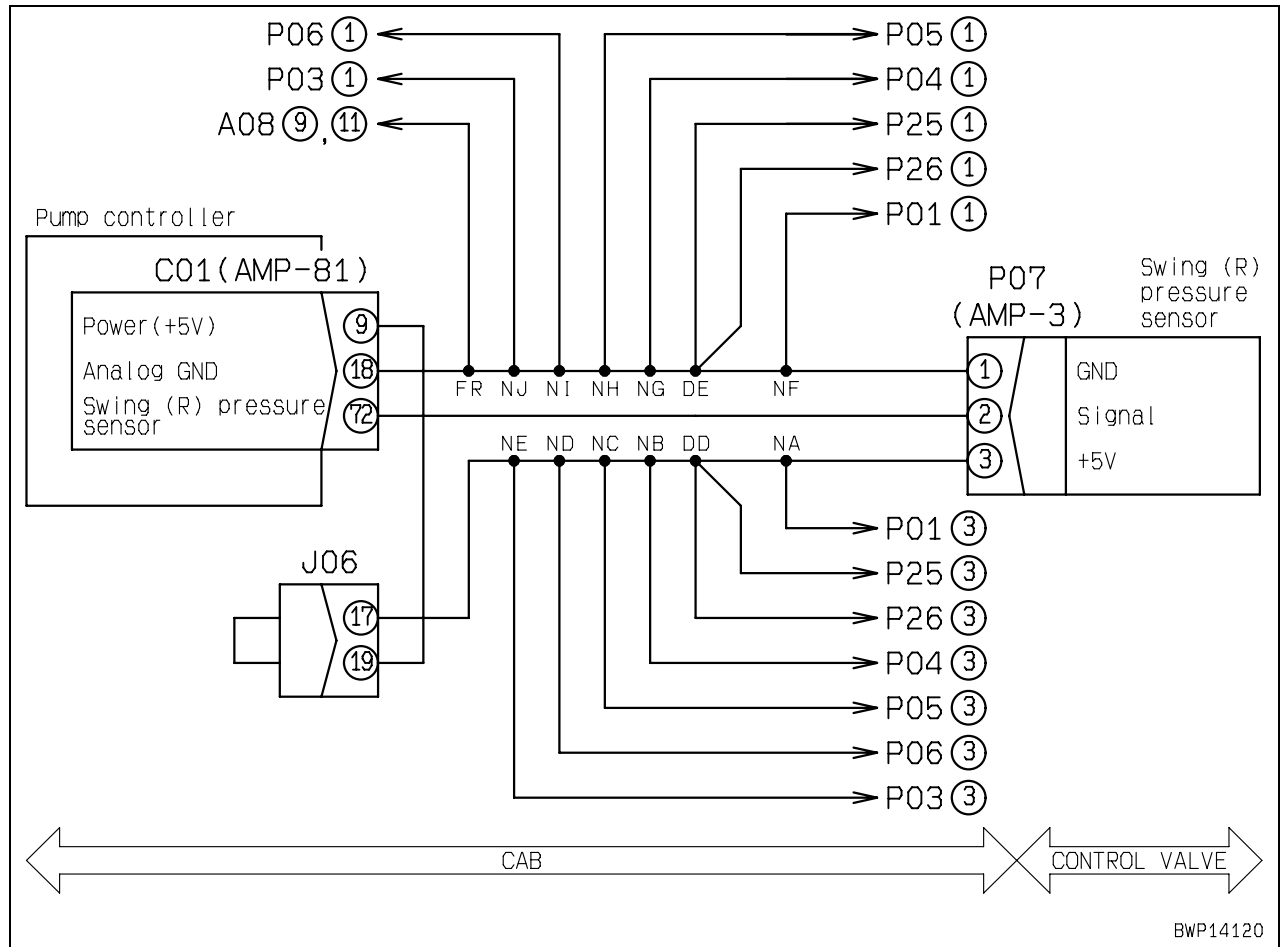
### Failure code [DHSAMA] Swing RH PPC Press Sensor Abnormality

User code	Failure code	Trouble	Swing right PPC pressure sensor abnormality (Pump controller system)
—	<b>DHSAMA</b>		
Contents of trouble	<ul style="list-style-type: none"> <li>Signal voltage of swing right PPC pressure sensor circuit is below 0.3 V or above 4.5 V.</li> </ul>		
Action of controller	<ul style="list-style-type: none"> <li>Fixes swing right PPC pressure at 0 MPa {0 kg/cm<sup>2</sup>} and continues control.</li> <li>If cause of failure disappears, system resets itself.</li> </ul>		
Problem that appears on machine	<ul style="list-style-type: none"> <li>Automatic decelerator and swing holding brake cannot be reset.</li> <li>Swing right performance lowers.</li> </ul>		
Related information	<ul style="list-style-type: none"> <li>★ If 5V circuit (3) and ground circuit (1) of pressure sensor are connected inversely, pressure sensor will be broken. Accordingly, take extreme care when checking.</li> <li>Swing right PPC pressure can be checked with monitoring function. (Code: 09002 Swing right PPC pressure)</li> <li>Method of reproducing failure code: Turn starting switch ON or start engine.</li> </ul>		

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting			
	Possible causes and standard value in normal state	1	Defective 5V sensor power supply 1 system	If failure code [DA25KP] is also displayed, carry out troubleshooting for it first.		
2		Defective swing right PPC pressure sensor (Internal defect)	★ Prepare with starting switch OFF, then turn starting switch ON or start engine and carry out troubleshooting in each case.			
			P07		Voltage	
			Between (3) – (1)	Power supply	4.5 – 5.5 V	
			Between (2) – (1)	Signal	0.3 – 4.5 V	
If voltage is abnormal, replace swing right PPC pressure sensor with another PPC pressure sensor and check failure code. (If "E" of failure code goes off at this time, swing right PPC pressure sensor is defective.)						
3		Disconnection in wiring harness (Disconnection in wiring or defective contact in connector)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.			
			Wiring harness between C01 (female) (18) – P07 (female) (1)	Resistance	Max. 1 Ω	
			Wiring harness between C01 (female) (72) – P07 (female) (2)	Resistance	Max. 1 Ω	
			Wiring harness between C01 (female) (9) – J06 – P07 (female) (3)	Resistance	Max. 1 Ω	
4		Ground fault in wiring harness (Short circuit with GND circuit)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.			
			Wiring harness between C01 (female) (72) – P07 (female) (2)	Resistance	Min. 1 MΩ	
5	Hot short (Short circuit with 24V circuit) in wiring harness	★ Prepare with starting switch OFF, then turn starting switch ON and carry out troubleshooting.				
		Wiring harness between C01 (female) (72) – P07 (female) (2)	Voltage	Max. 1 V		
6	Defective pump controller	If causes 1 – 5 are not detected, pump controller may be defective. (Since trouble is in system, troubleshooting cannot be carried out.)				



Circuit diagram related to swing right PPC pressure sensor

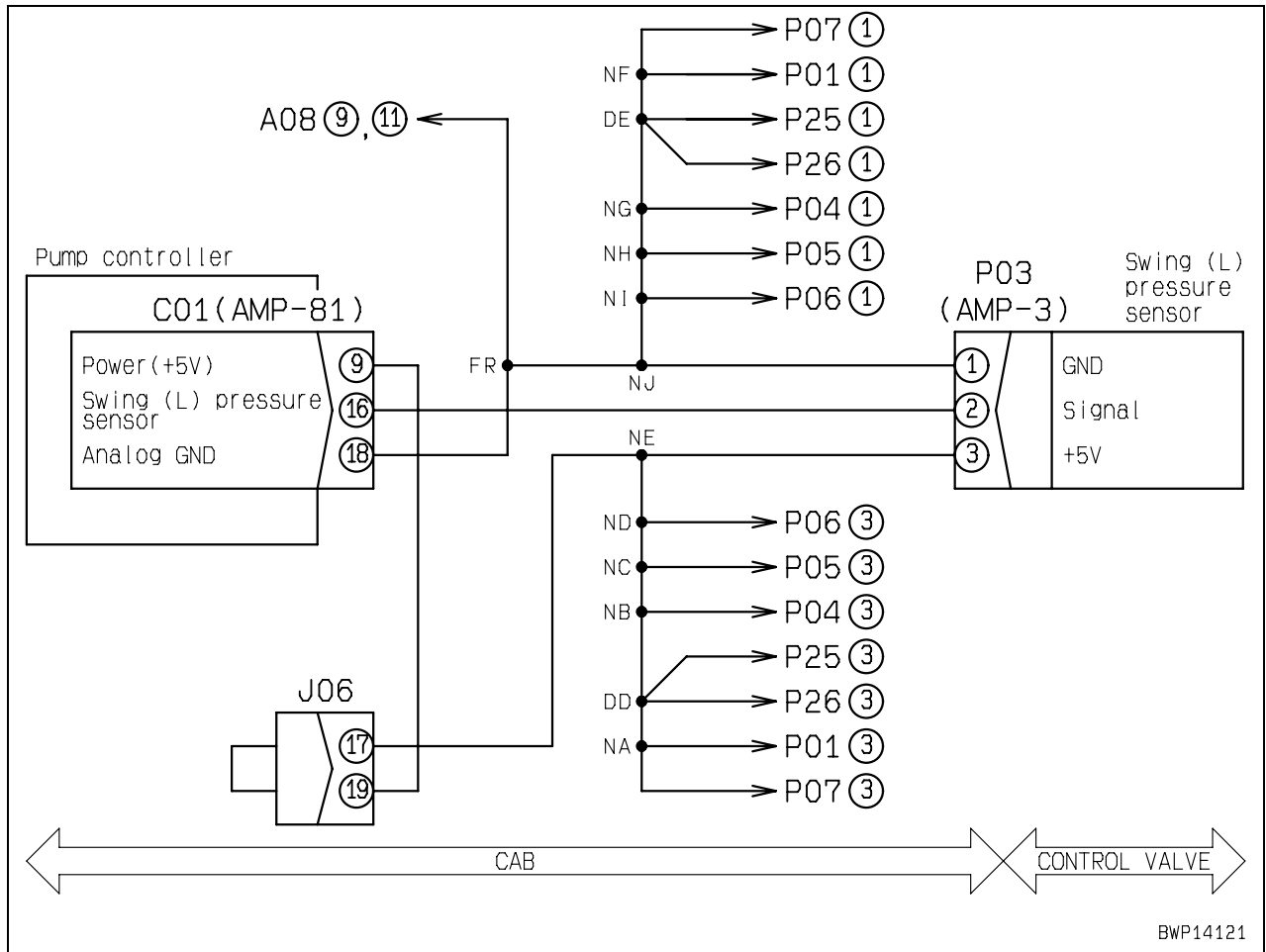


## Failure code [DHSBMA] Swing LH PPC Press Sensor Abnormality

User code	Failure code	Trouble	Swing left PPC pressure sensor abnormality (Pump controller system)
—	<b>DHSBMA</b>		
Contents of trouble	<ul style="list-style-type: none"> <li>Signal voltage of swing left PPC pressure sensor circuit is below 0.3 V or above 4.5 V.</li> </ul>		
Action of controller	<ul style="list-style-type: none"> <li>Fixes swing left PPC pressure at 0 MPa {0 kg/cm<sup>2</sup>} and continues control.</li> <li>If cause of failure disappears, system resets itself.</li> </ul>		
Problem that appears on machine	<ul style="list-style-type: none"> <li>Automatic decelerator and swing holding brake cannot be reset.</li> <li>Swing left performance lowers.</li> </ul>		
Related information	<ul style="list-style-type: none"> <li>★ If 5V circuit (3) and ground circuit (1) of pressure sensor are connected inversely, pressure sensor will be broken. Accordingly, take extreme care when checking.</li> <li>Swing left PPC pressure can be checked with monitoring function. (Code: 09002 Swing left PPC pressure)</li> <li>Method of reproducing failure code: Turn starting switch ON or start engine.</li> </ul>		

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting		
	Possible causes and standard value in normal state	1	Defective 5V sensor power supply 1 system	If failure code [DA25KP] is also displayed, carry out troubleshooting for it first.	
2		Defective swing left PPC pressure sensor (Internal defect)	★ Prepare with starting switch OFF, then turn starting switch ON or start engine and carry out troubleshooting in each case.		
			P03		Voltage
			Between (3) – (1)	Power supply	4.5 – 5.5 V
			Between (2) – (1)	Signal	0.3 – 4.5 V
If voltage is abnormal, replace swing left PPC pressure sensor with another PPC pressure sensor and check failure code. (If "E" of failure code goes off at this time, swing left PPC pressure sensor is defective.)					
3		Disconnection in wiring harness (Disconnection in wiring or defective contact in connector)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.		
			Wiring harness between C01 (female) (18) – P03 (female) (1)	Resistance	Max. 1 Ω
			Wiring harness between C01 (female) (16) – P03 (female) (2)	Resistance	Max. 1 Ω
			Wiring harness between C01 (female) (9) – J06 – P03 (female) (3)	Resistance	Max. 1 Ω
4		Ground fault in wiring harness (Short circuit with GND circuit)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.		
			Wiring harness between C01 (female) (16) – P03 (female) (2)	Resistance	Min. 1 MΩ
5		Hot short (Short circuit with 24V circuit) in wiring harness	★ Prepare with starting switch OFF, then turn starting switch ON and carry out troubleshooting.		
	Wiring harness between C01 (female) (16) – P03 (female) (2)		Voltage	Max. 1 V	
6	Defective pump controller	If causes 1 – 5 are not detected, pump controller may be defective. (Since trouble is in system, troubleshooting cannot be carried out.)			

Circuit diagram related to swing left PPC pressure sensor

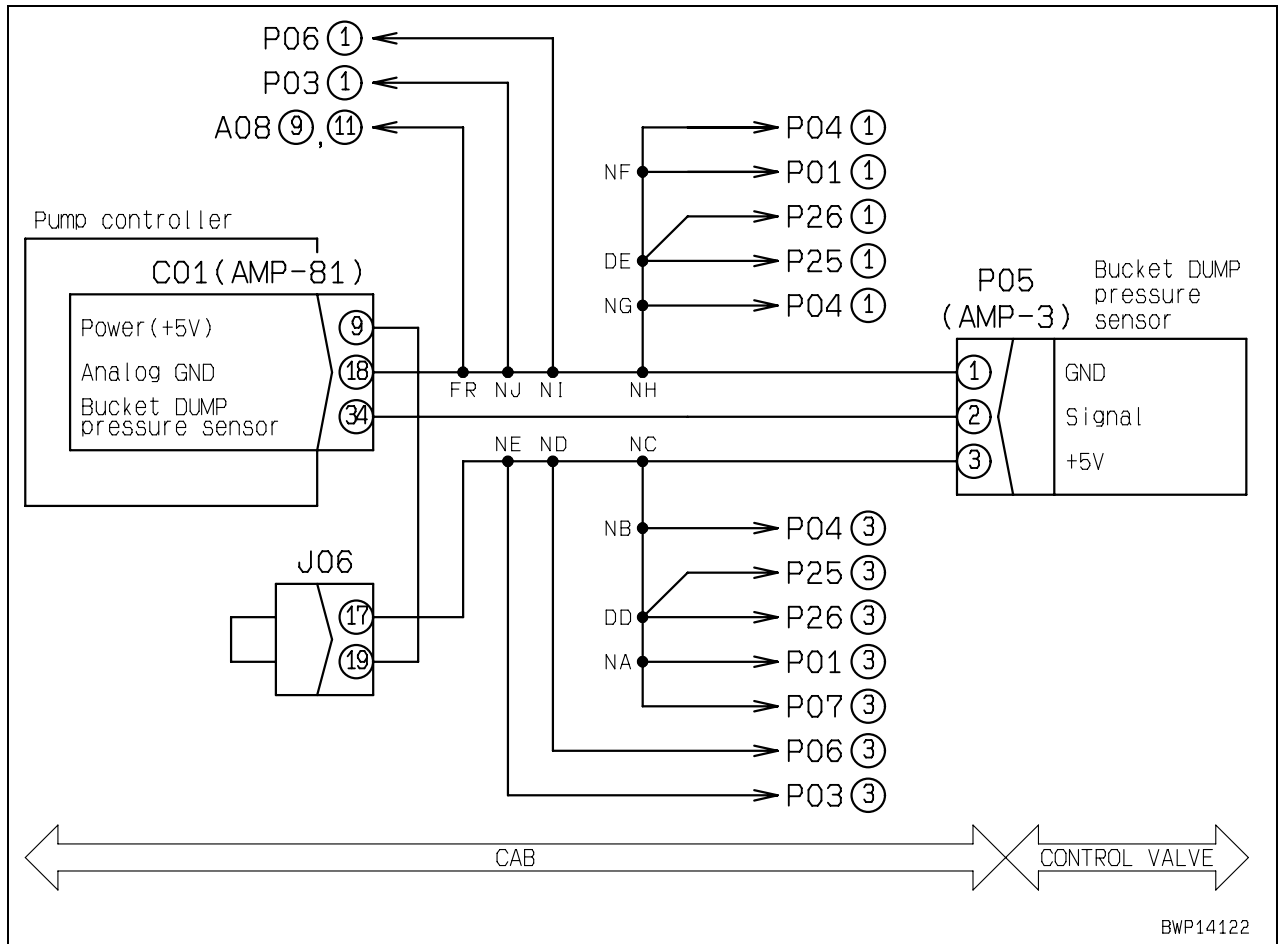


## Failure code [DHSDMA] Bucket Dump PPC Press Sensor Abnormality

User code	Failure code	Trouble	Bucket dump PPC pressure sensor abnormality (Pump controller system)
—	<b>DHSDMA</b>		
Contents of trouble	<ul style="list-style-type: none"> <li>Signal voltage of bucket dump PPC pressure sensor circuit is below 0.3 V or above 4.5 V.</li> </ul>		
Action of controller	<ul style="list-style-type: none"> <li>Fixes bucket dump PPC pressure at 0 MPa {0 kg/cm<sup>2</sup>} and continues control.</li> <li>If cause of failure disappears, system resets itself.</li> </ul>		
Problem that appears on machine	<ul style="list-style-type: none"> <li>Automatic decelerator cannot be reset.</li> <li>Bucket dump performance lowers.</li> </ul>		
Related information	<ul style="list-style-type: none"> <li>★ If 5V circuit (3) and ground circuit (1) of pressure sensor are connected inversely, pressure sensor will be broken. Accordingly, take extreme care when checking.</li> <li>Bucket dump PPC pressure can be checked with monitoring function. (Code: 07301 Bucket dump PPC pressure)</li> <li>Method of reproducing failure code: Turn starting switch ON or start engine.</li> </ul>		

	Cause		Standard value in normal state/Remarks on troubleshooting		
	Possible causes and standard value in normal state	1	Defective 5V sensor power supply 1 system	If failure code [DA25KP] is also displayed, carry out troubleshooting for it first.	
2		Defective bucket dump PPC pressure sensor (Internal defect)	★ Prepare with starting switch OFF, then turn starting switch ON or start engine and carry out troubleshooting in each case.		
			P05		Voltage
			Between (3) – (1)	Power supply	4.5 – 5.5 V
			Between (2) – (1)	Signal	0.3 – 4.5 V
If voltage is abnormal, replace bucket dump PPC pressure sensor with another PPC pressure sensor and check failure code. (If "E" of failure code goes off at this time, bucket dump PPC pressure sensor is defective.)					
3		Disconnection in wiring harness (Disconnection in wiring or defective contact in connector)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.		
			Wiring harness between C01 (female) (18) – P05 (female) (1)	Resistance	Max. 1 Ω
			Wiring harness between C01 (female) (34) – P05 (female) (2)	Resistance	Max. 1 Ω
4		Ground fault in wiring harness (Short circuit with GND circuit)	Wiring harness between C01 (female) (9) – J06 – P05 (female) (3)	Resistance	Max. 1 Ω
	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.				
5	Hot short (Short circuit with 24V circuit) in wiring harness	Wiring harness between C01 (female) (34) – P05 (female) (2)	Resistance	Min. 1 MΩ	
		★ Prepare with starting switch OFF, then turn starting switch ON and carry out troubleshooting.			
6	Defective pump controller	Wiring harness between C01 (female) (34) – P05 (female) (2)	Voltage	Max. 1 V	
		If causes 1 – 5 are not detected, pump controller may be defective. (Since trouble is in system, troubleshooting cannot be carried out.)			

Circuit diagram related to bucket dump PPC pressure sensor

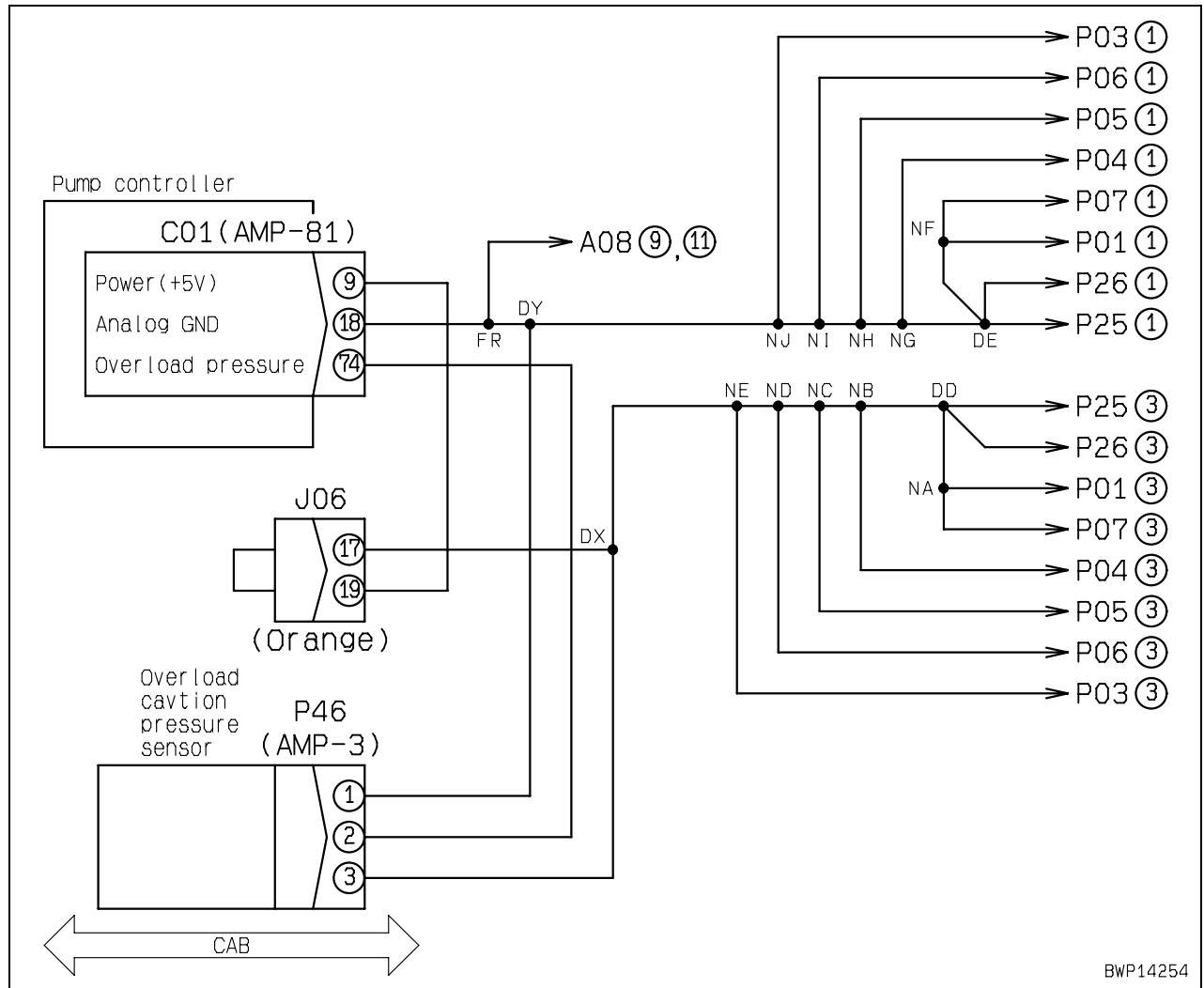


### Failure code [DHX1MA] Overload Sensor Abnormality (Analog)

User code	Failure code	Trouble	Overload sensor (analog) (Pump controller system)
—	<b>DHX1MA</b>		
Contents of trouble	<ul style="list-style-type: none"> <li>Signal voltage of overload alarm pressure sensor circuit is below 0.3 V or above 4.4 V.</li> </ul>		
Action of controller	<ul style="list-style-type: none"> <li>Outputs overload alarm constantly.</li> <li>If cause of failure disappears, system resets itself.</li> </ul>		
Problem that appears on machine	<ul style="list-style-type: none"> <li>If display of overload alarm monitor is set, overload alarm monitor is displayed constantly.</li> </ul>		
Related information	<ul style="list-style-type: none"> <li>Overload alarm pressure sensor is installed to only machine on which display of overload alarm monitor is set.</li> <li>★ If 5V circuit (3) and ground circuit (1) of pressure sensor are connected inversely, pressure sensor will be broken. Accordingly, take extreme care when checking.</li> <li>Overload alarm pressure (Boom cylinder bottom pressure) can be checked with monitoring function. (Code: 15900 Boom bottom pressure)</li> <li>Method of reproducing failure code: Turn starting switch ON or start engine.</li> </ul>		

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting			
	Possible causes and standard value in normal state	1	Defective 5V sensor power supply 1 system	If failure code [DA25KP] is also displayed, carry out troubleshooting for it first.		
2		Defective overload alarm pressure sensor (Internal defect)	★ Prepare with starting switch OFF, then turn starting switch ON or start engine and carry out troubleshooting in each case.			
			P46		Voltage	
			Between (3) – (1)	Power supply	4.5 – 5.5 V	
			Between (2) – (1)	Signal	0.3 – 4.4 V	
If voltage is abnormal, replace overload alarm pressure sensor with F pump pressure sensor or R pump pressure sensor and check failure code. (If "E" of failure code goes off at this time, overload alarm pressure sensor is defective.)						
3		Disconnection in wiring harness (Disconnection in wiring or defective contact in connector)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.			
			Wiring harness between C01 (female) (18) – P46 (female) (1)	Resistance	Max. 1 Ω	
			Wiring harness between C01 (female) (74) – P46 (female) (2)	Resistance	Max. 1 Ω	
4		Ground fault in wiring harness (Short circuit with GND circuit)	Wiring harness between C01 (female) (9) – J06 – P46 (female) (3)	Resistance	Max. 1 Ω	
			★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.			
5		Hot short (Short circuit with 24V circuit) in wiring harness	Wiring harness between C01 (female) (9) – P46 (female) (2)	Resistance	Min. 1 MΩ	
	★ Prepare with starting switch OFF, then turn starting switch ON and carry out troubleshooting.					
6	Defective pump controller	Wiring harness between C01 (female) (9) – P46 (female) (2)	Voltage	Max. 1 V		
		If causes 1 – 5 are not detected, pump controller may be defective. (Since trouble is in system, troubleshooting cannot be carried out.)				

Circuit diagram related to overload alarm pressure sensor



BWP14254

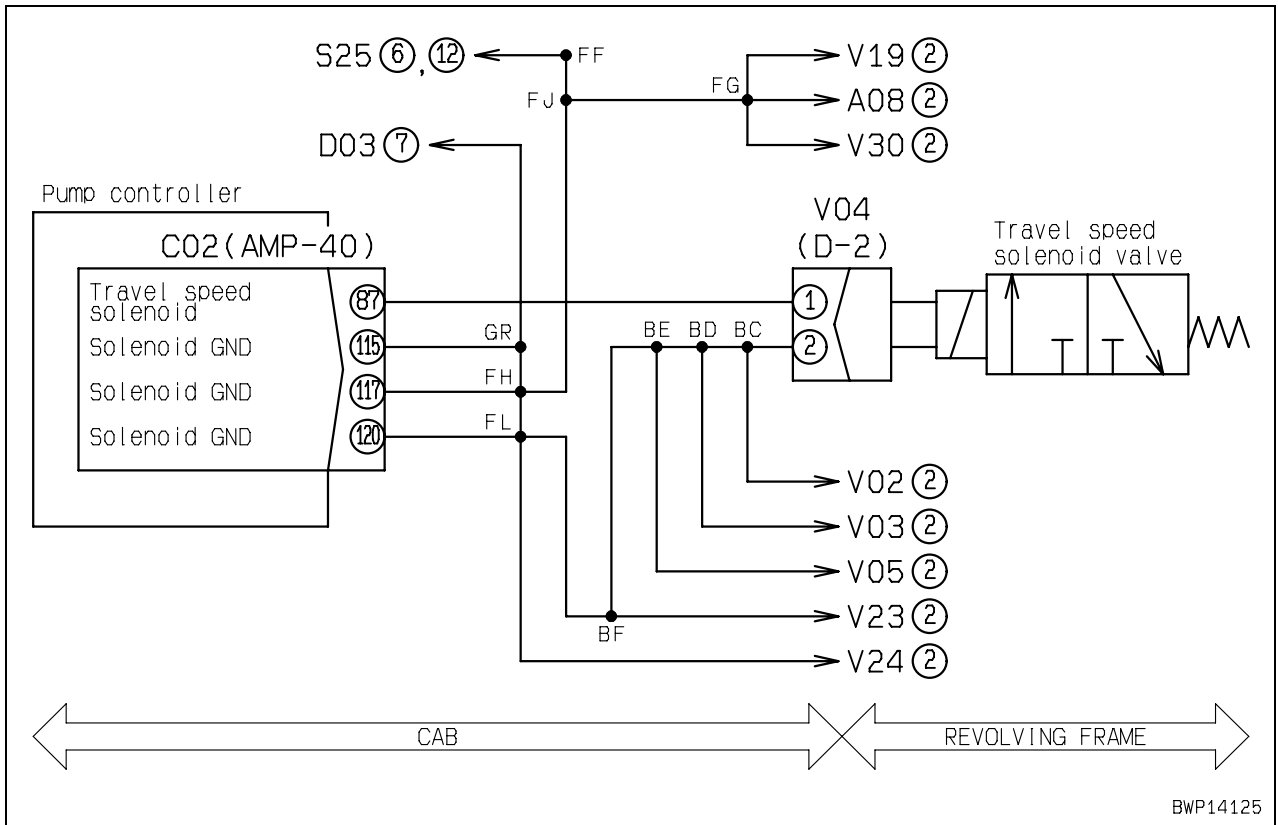
### Failure code [DW43KA] Travel Speed Sol Discon

User code	Failure code	Trouble	Travel speed solenoid system disconnection (Pump controller system)
—	<b>DW43KA</b>		
Contents of trouble	<ul style="list-style-type: none"> <li>When output to travel speed shifting solenoid was turned ON, disconnection was detected in circuit.</li> </ul>		
Action of controller	<ul style="list-style-type: none"> <li>None in particular. (Since no current flows, solenoid does not operate.)</li> <li>If cause of failure disappears, system resets itself.</li> </ul>		
Problem that appears on machine	<ul style="list-style-type: none"> <li>PC200: Speed is low at High travel speed position (Machine monitor is set to High but actual speed is about Middle).</li> <li>PC220: Speed is low at High and Middle travel speed position (Machine monitor is set to High or Middle but actual speed is about Low).</li> </ul>		
Related information	<ul style="list-style-type: none"> <li>Operating condition of travel speed shifting solenoid can be checked with monitoring function. (Code: 02300: Solenoid 1)</li> <li>Method of reproducing failure code: Start engine + Set travel speed to High + Operate travel lever.</li> </ul>		

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting			
		1	Defective travel speed shifting solenoid (Internal disconnection)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.		
V04 (male)				Resistance		
Between (1) – (2)				20 – 60 Ω		
2		Disconnection in wiring harness (Disconnection in wiring or defective contact in connector)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.			
			Wiring harness between C02 (female) (87) – V04 (female) (1)		Resistance	Max. 1 Ω
			Wiring harness between C02 (female) (115), (117), (120) – V04 (female) (2)		Resistance	Max. 1 Ω
3		Defective pump controller	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.			
			C01 (female)		Resistance	
			Between (87) – (115), (117), (120)		20 – 60 Ω	



Circuit diagram related to travel speed shifting solenoid

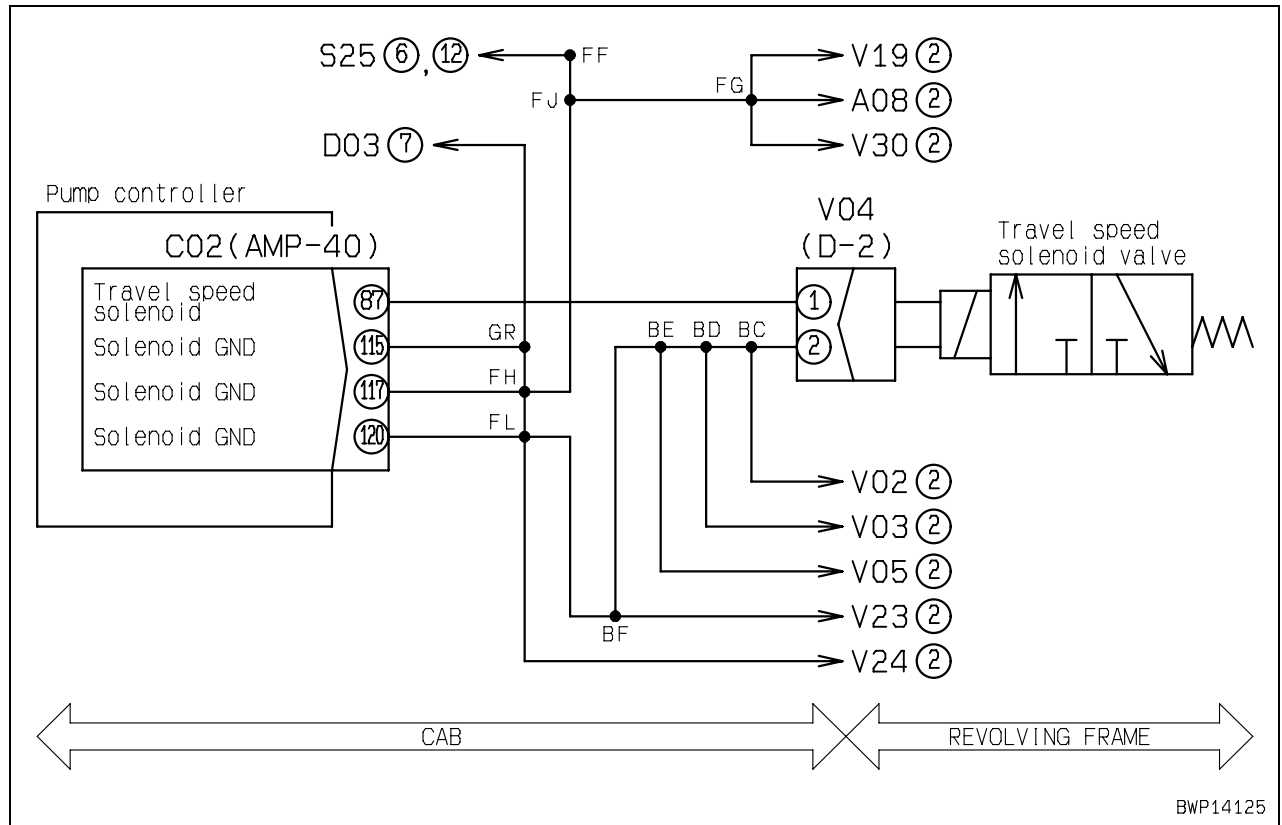


### Failure code [DW43KB] Travel Speed Sol Short

User code	Failure code	Trouble	Travel speed solenoid system short (Pump controller system)
—	<b>DW43KB</b>		
Contents of trouble	<ul style="list-style-type: none"> <li>When output to travel speed shifting solenoid was turned ON, short circuit was detected in circuit.</li> </ul>		
Action of controller	<ul style="list-style-type: none"> <li>Turns output to travel speed shifting solenoid OFF.</li> <li>Even if cause of failure disappears, system does not reset itself until starting switch is turned OFF.</li> </ul>		
Problem that appears on machine	<ul style="list-style-type: none"> <li>PC200: Speed is low at High travel speed position (Machine monitor is set to High but actual speed is about Middle).</li> <li>PC220: Speed is low at High and Middle travel speed position (Machine monitor is set to High or Middle but actual speed is about Low).</li> </ul>		
Related information	<ul style="list-style-type: none"> <li>Operating condition of travel speed shifting solenoid can be checked with monitoring function. (Code: 02300: Solenoid 1)</li> <li>Method of reproducing failure code: Start engine + Set travel speed to High + Operate travel lever.</li> </ul>		

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting			
		1	Defective travel speed shifting solenoid (Internal disconnection)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.		
V04 (male)				Resistance		
Between (1) – (2)				20 – 60 Ω		
Between (1) – chassis ground				Min. 1 MΩ		
2		Ground fault in wiring harness (Short circuit with GND circuit)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.			
			Wiring harness between C02 (female) (87) – V04 (female) (1)	Resistance	Min. 1 MΩ	
3		Defective pump controller	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.			
			C02 (female)		Resistance	
			Between (87) – (115), (117), (120)		20 – 60 Ω	
	Between (87) – chassis ground		Min. 1 MΩ			

Circuit diagram related to travel speed shifting solenoid

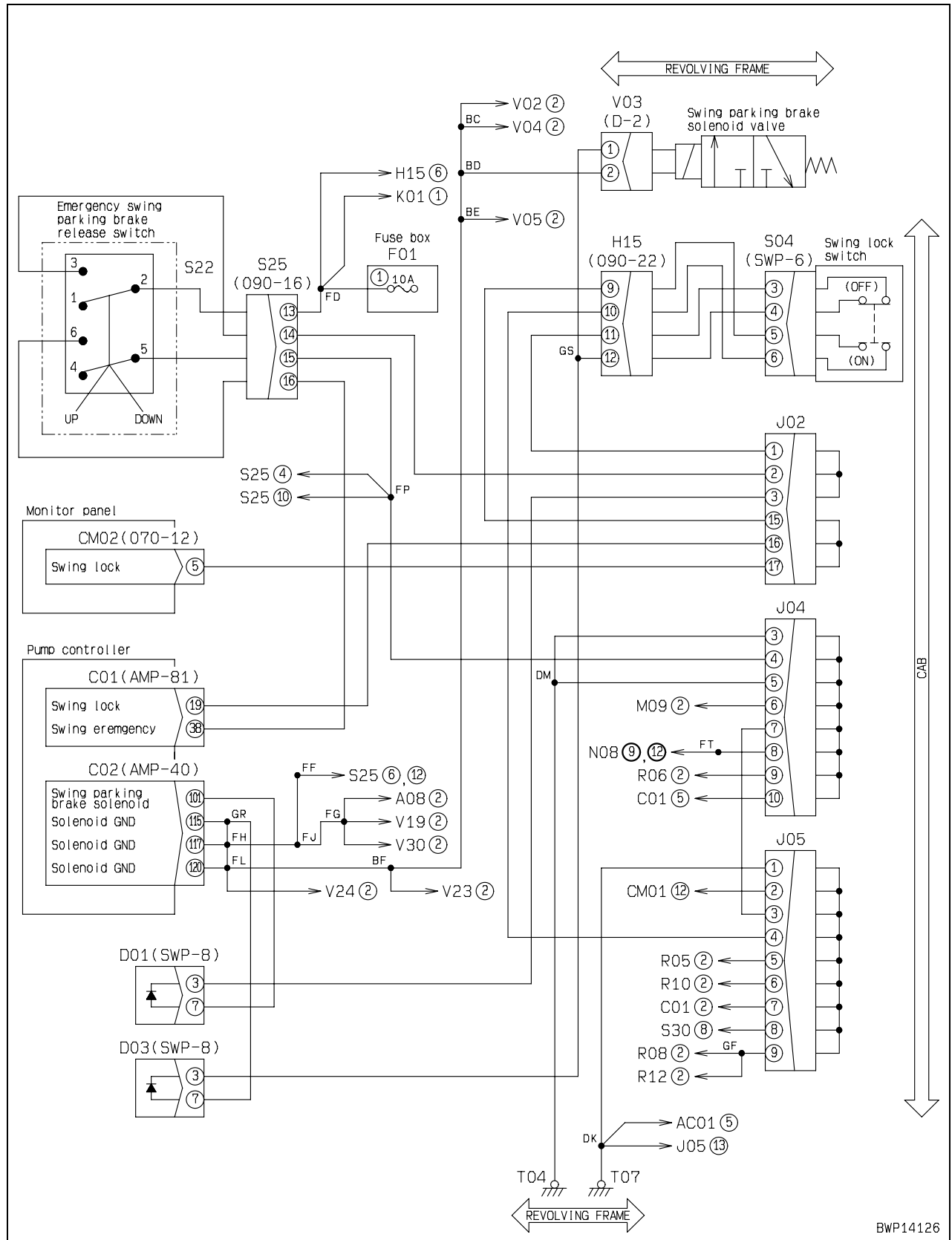


### Failure code [DW45KA] Swing Brake Sol Discon

User code	Failure code	Trouble	Swing holding brake solenoid system disconnection (Pump controller system)
<b>E03</b>	<b>DW45KA</b>		
Contents of trouble	<ul style="list-style-type: none"> <li>When output to swing holding brake solenoid was turned OFF, disconnection was detected in circuit.</li> </ul>		
Action of controller	<ul style="list-style-type: none"> <li>None in particular. (Since no current flows, solenoid does not operate.)</li> <li>If cause of failure disappears, system resets itself.</li> </ul>		
Problem that appears on machine	<ul style="list-style-type: none"> <li>Machine cannot swing (Swing holding brake is not reset).</li> </ul>		
Related information	<ul style="list-style-type: none"> <li>If solenoid and wiring harness are normal, operator can swing machine by setting swing holding brake release switch in release position (Swing holding brake does not work, however, when machine stops).</li> <li>Keep swing lock switch in OFF position and swing holding brake release switch in release position during troubleshooting.</li> <li>Operating condition of swing holding brake solenoid can be checked with monitoring function. (Code: 02300: Solenoid 1)</li> <li>Method of reproducing failure code: Turn starting switch ON.</li> </ul>		

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting			
		1	Defective swing holding brake solenoid (Internal disconnection)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.		
V03 (male)				Resistance		
Between (1) – (2)				20 – 60 Ω		
2		Defective assembled-type diode D01 (Internal disconnection)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.			
			D01 (male)	Digital circuit tester	Continuity	
			Between (7) – (3)	Diode mode	There is continuity	
3		Defective swing lock switch (Internal disconnection)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.			
			S04 (male)	Swing lock switch	Resistance	
			Between (3) – (4)	OFF	Max. 1 Ω	
ON		Min. 1 MΩ				
4		Disconnection in wiring harness (Disconnection in wiring or defective contact in connector)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.			
			Wiring harness between C02 (female) (101) – D01 (female) (7)		Resistance	Max. 1 Ω
			Wiring harness between D01 (female) (3) – J02 – S04 (female) (3)		Resistance	Max. 1 Ω
			Wiring harness between S04 (female) (4) – V03 (female) (1)		Resistance	Max. 1 Ω
			Wiring harness between C02 (female) (115), (117), (120) – V03 (female) (2)		Resistance	Max. 1 Ω
5	Defective pump controller	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.				
		C02 (female)	Disconnect D01 and connect pins (3) and (7) on female side directly.	Resistance		
		Between (101) – (115), (117), (120)		20 – 60 Ω		

Circuit diagram related to swing holding brake solenoid

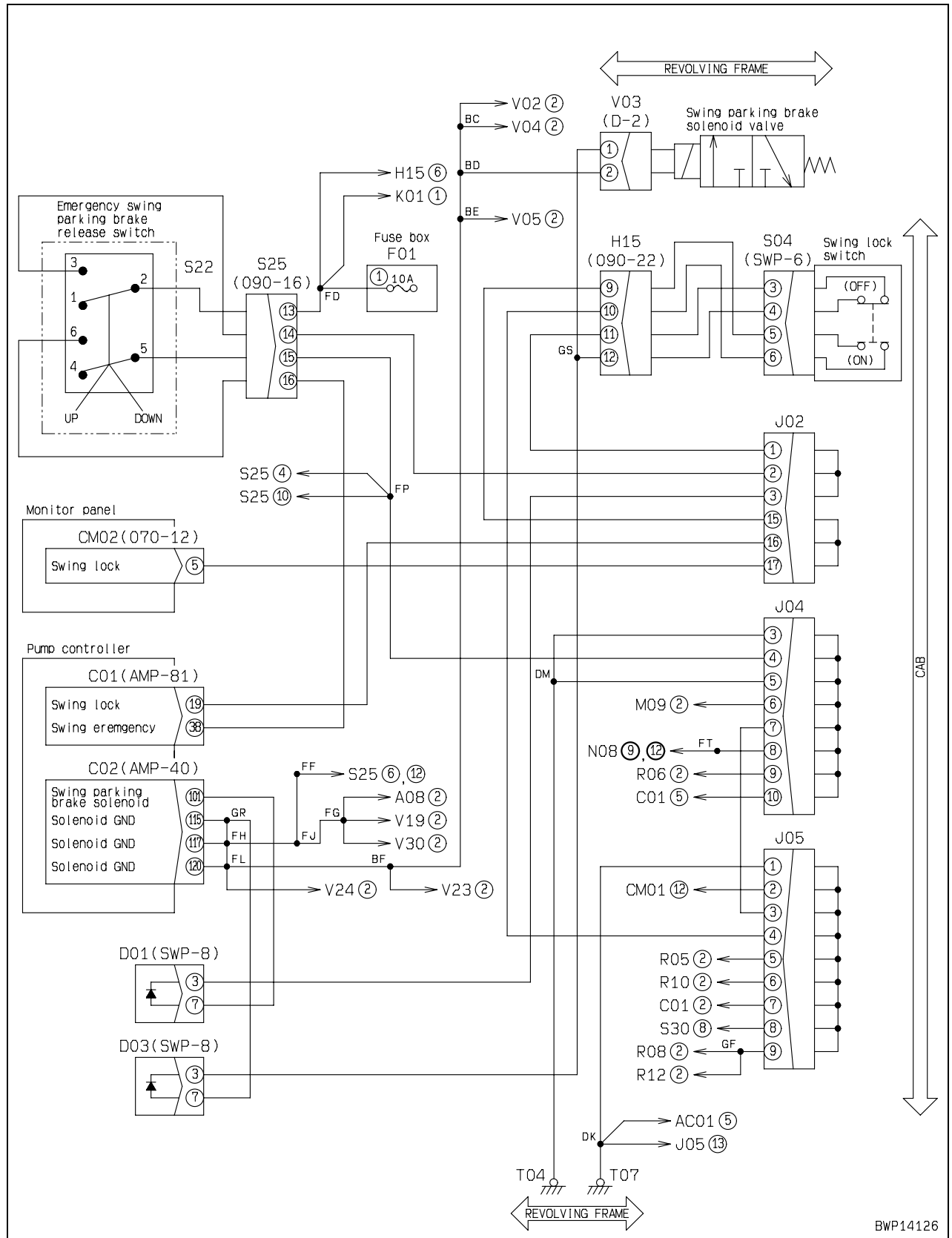


### Failure code [DW45KB] Swing Brake Sol Short

User code	Failure code	Trouble	Swing holding brake solenoid system short (Pump controller system)
<b>E03</b>	<b>DW45KB</b>		
Contents of trouble	<ul style="list-style-type: none"> <li>When output to swing holding brake solenoid was turned ON, short circuit was detected in circuit.</li> </ul>		
Action of controller	<ul style="list-style-type: none"> <li>Turns output to swing holding brake solenoid OFF.</li> <li>Even if cause of failure disappears, system does not reset itself until starting switch is turned OFF.</li> </ul>		
Problem that appears on machine	<ul style="list-style-type: none"> <li>Machine cannot swing (Swing holding brake is not reset).</li> </ul>		
Related information	<ul style="list-style-type: none"> <li>If solenoid and wiring harness are normal, operator can swing machine by setting swing holding brake release switch in release position (Swing holding brake does not work, however, when machine stops).</li> <li>Keep swing lock switch in OFF position and swing holding brake release switch in release position during troubleshooting.</li> <li>Operating condition of swing holding brake solenoid can be checked with monitoring function. (Code: 02300: Solenoid 1)</li> <li>Method of reproducing failure code: Start engine + Swing with left work equipment control lever.</li> </ul>		

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting			
		1	Defective swing holding brake solenoid (Internal short circuit or ground fault)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.		
V03 (male)				Resistance		
Between (1) – (2)				20 – 60 Ω		
Between (1) – chassis ground				Min. 1 MΩ		
2		Ground fault in wiring harness (Disconnection in wiring or defective contact in connector)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.			
			Wiring harness between C02 (female) (101) – D01 – J02 – S04 – V03 (female) (1), – S25 (female) (14)	Resistance	Min. 1 MΩ	
3		Defective pump controller	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.			
			C02 (female)	Disconnect D01 and connect pins (3) and (7) on female side directly.	Resistance	
			Between (101) – (115), (117), (120)		20 – 60 Ω	
	Between (101) – chassis ground		Min. 1 MΩ			

Circuit diagram related to swing holding brake solenoid



BWP14126

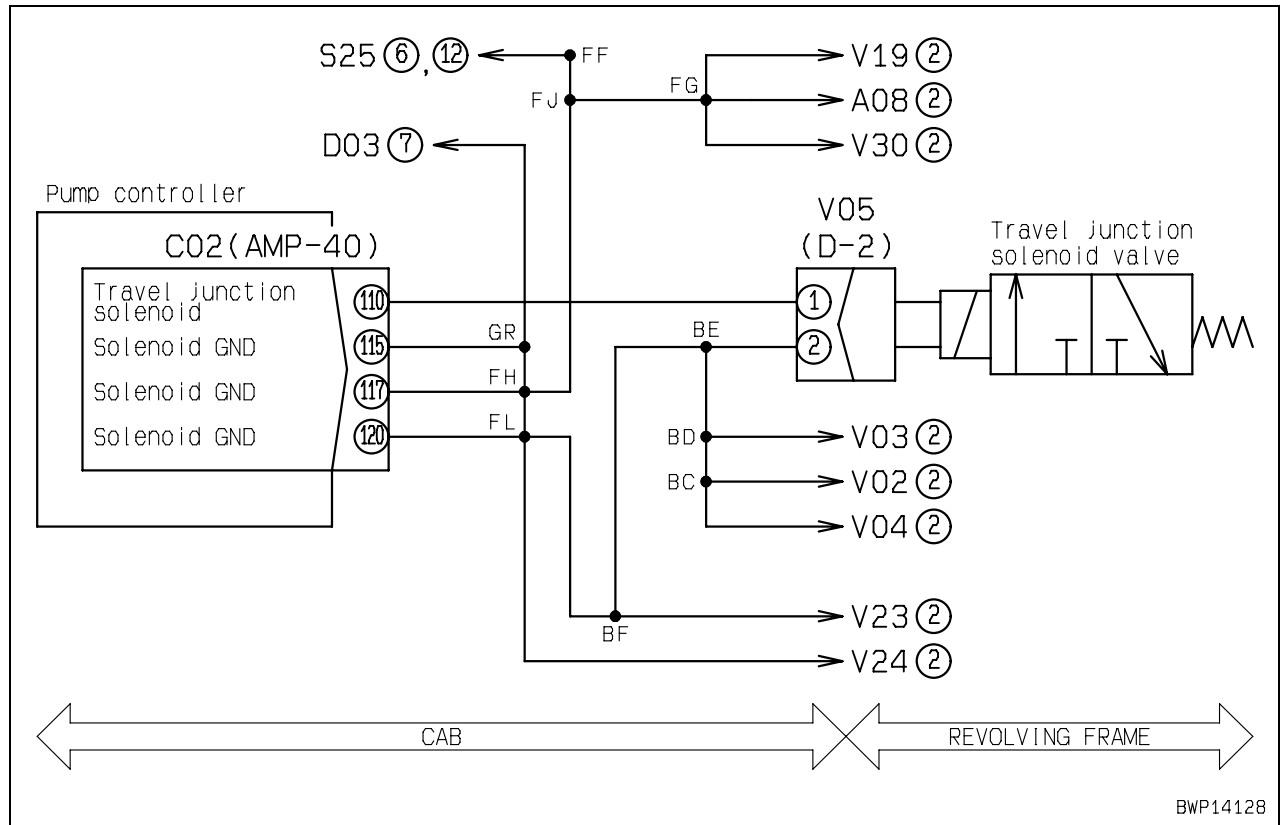
## Failure code [DW91KA] Travel Junction Sol Discon

User code	Failure code	Trouble	Travel junction solenoid system disconnection (Pump controller system)
—	<b>DW91KA</b>		
Contents of trouble	<ul style="list-style-type: none"> <li>When output to travel junction solenoid was turned ON, disconnection was detected in circuit.</li> </ul>		
Action of controller	<ul style="list-style-type: none"> <li>None in particular. (Since no current flows, solenoid does not operate.)</li> <li>If cause of failure disappears, system resets itself.</li> </ul>		
Problem that appears on machine	<ul style="list-style-type: none"> <li>Machine is not steered easily during travel.</li> </ul>		
Related information	<ul style="list-style-type: none"> <li>Operating condition of travel junction solenoid can be checked with monitoring function. (Code: 02300 Solenoid 1)</li> <li>Method of reproducing failure code: Start engine + Steer machine with right and left travel levers.</li> </ul>		

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting			
		1	Defective travel junction solenoid (Internal disconnection)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.		
V05 (male)				Resistance		
Between (1) – (2)				20 – 60 Ω		
2		Disconnection in wiring harness (Disconnection in wiring or defective contact in connector)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.			
			Wiring harness between C02 (female) (110) – V05 (female) (1)	Resistance	Max. 1 Ω	
			Wiring harness between C02 (female) (115), (117), (120) – V05 (female) (2)	Resistance	Max. 1 Ω	
3		Defective pump controller	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.			
			C02 (female)		Resistance	
			Between (110) – (115), (117), (120)		20 – 60 Ω	



Circuit diagram related to travel junction solenoid

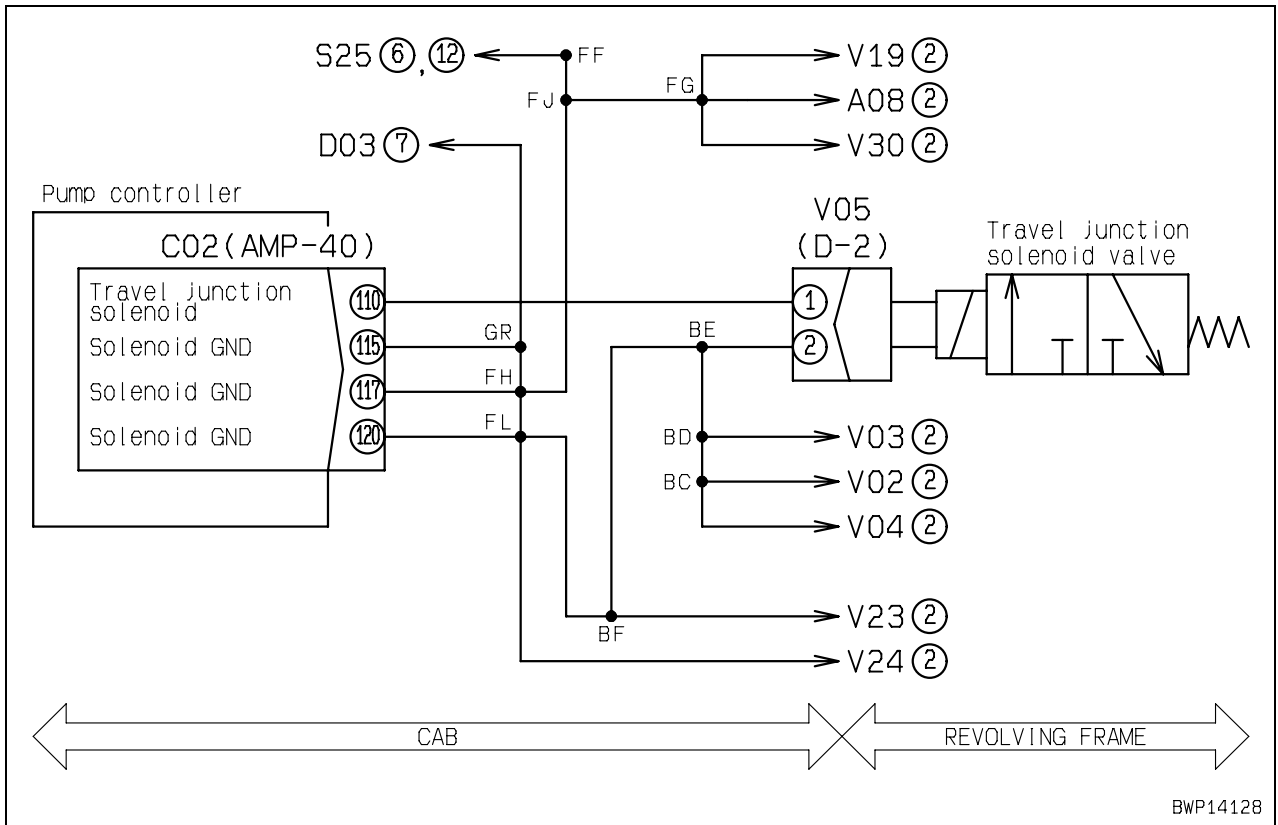


## Failure code [DW91KB] Travel Junction Sol Short

User code	Failure code	Trouble	Travel junction solenoid system short (Pump controller system)
—	<b>DW91KB</b>		
Contents of trouble	<ul style="list-style-type: none"> <li>When output to travel junction solenoid was turned ON, short circuit was detected in circuit.</li> </ul>		
Action of controller	<ul style="list-style-type: none"> <li>Turns output to travel junction solenoid OFF.</li> <li>Even if cause of failure disappears, system does not reset itself until starting switch is turned OFF.</li> </ul>		
Problem that appears on machine	<ul style="list-style-type: none"> <li>Machine is not steered easily during travel.</li> </ul>		
Related information	<ul style="list-style-type: none"> <li>Operating condition of travel junction solenoid can be checked with monitoring function. (Code: 02300 Solenoid 1)</li> <li>Method of reproducing failure code: Start engine + Steer machine with right and left travel levers.</li> </ul>		

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting		
		1	Defective travel junction solenoid (Internal short circuit or ground fault)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.	
V05 (male)				Resistance	
Between (1) – (2)				20 – 60 Ω	
Between (1) – chassis ground				Min. 1 MΩ	
2		Ground fault in wiring harness (Short circuit with GND circuit)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.		
			Wiring harness between C02 (female) (110) – V05 (female) (1)	Resistance	Min. 1 MΩ
3		Defective pump controller	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.		
			C02 (female)	Resistance	
			Between (110) – (115), (117), (120)	20 – 60 Ω	
			Between (110) – chassis ground	Min. 1 MΩ	

Circuit diagram related to travel junction solenoid

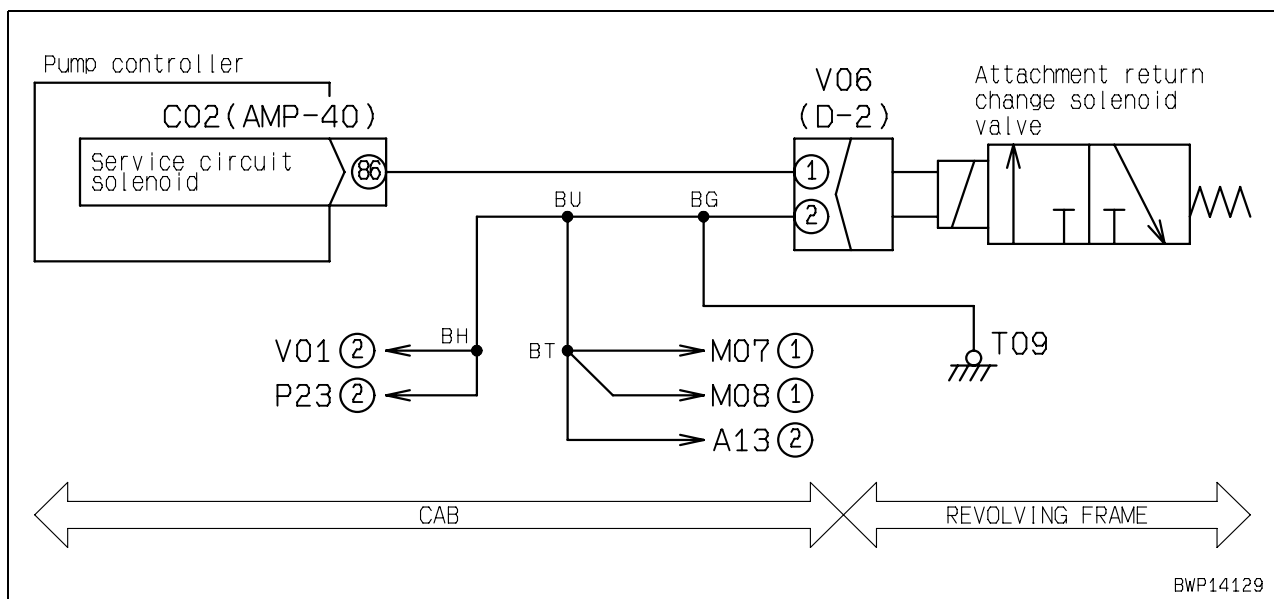


### Failure code [DWA2KA] Service Sol Discon

User code	Failure code	Trouble	Service solenoid disconnection (Pump controller system)
—	<b>DWA2KA</b>		
Contents of trouble	<ul style="list-style-type: none"> <li>When output to service solenoid is turned OFF, disconnection was detected in circuit.</li> </ul>		
Action of controller	<ul style="list-style-type: none"> <li>None in particular. (Since no current flows, solenoid does not operate.)</li> <li>If cause of failure disappears, system resets itself.</li> </ul>		
Problem that appears on machine	<ul style="list-style-type: none"> <li>Hydraulic circuit for attachment does not change to single operation circuit.</li> </ul>		
Related information	<ul style="list-style-type: none"> <li>Operating condition of service solenoid can be checked with monitoring function. (Code: 02301 Solenoid 2)</li> <li>Method of reproducing failure code: Turn starting switch ON + Set machine in mode other than breaker mode (B).</li> </ul>		

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting		
		1	Defective service solenoid (Internal disconnection)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.	
V06 (male)				Resistance	
Between (1) – (2)				20 – 60 Ω	
2		Disconnection in wiring harness (Disconnection in wiring or defective contact in connector)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.		
			Wiring harness between C02 (female) (86) – V06 (female) (1)	Resistance	Max. 1 Ω
			Wiring harness between V06 (female) (2) – chassis ground (T09)	Resistance	Max. 1 Ω
			★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.		
3		Defective pump controller	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.		
			C02 (female)	Resistance	
	Between (86) – chassis ground		20 – 60 Ω		

#### Circuit diagram related to service solenoid



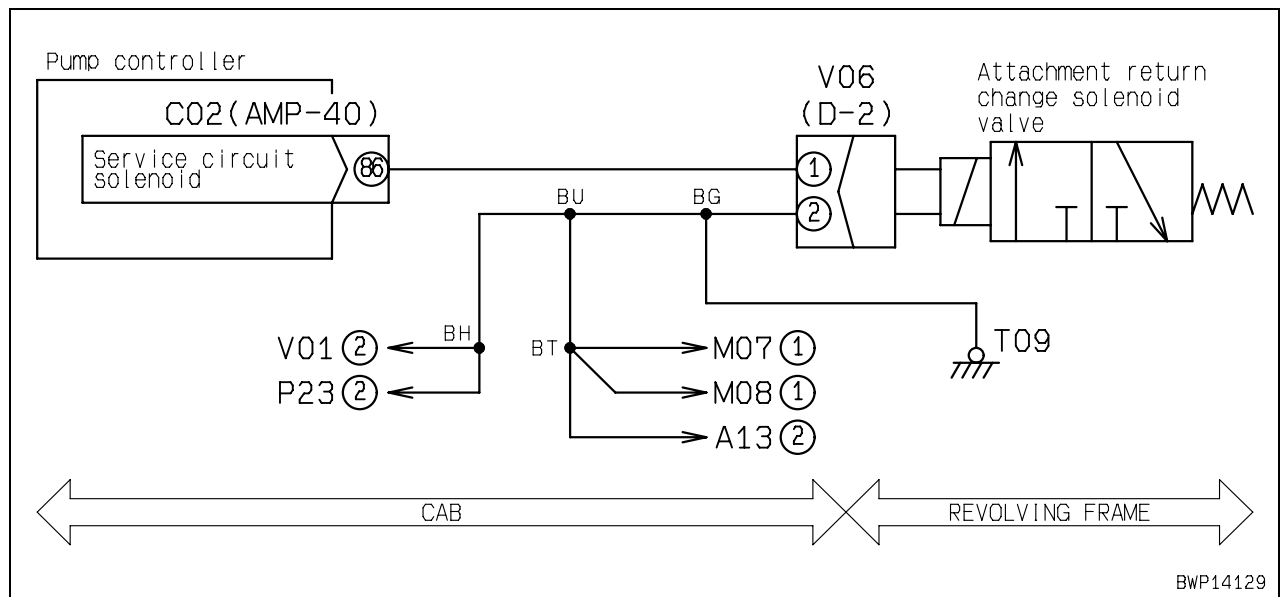
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### Failure code [DWA2KB] Service Sol Short

User code	Failure code	Trouble	Service solenoid short (Pump controller system)
—	<b>DWA2KB</b>		
Contents of trouble	<ul style="list-style-type: none"> <li>When output to service solenoid is turned ON, short circuit was detected in circuit.</li> </ul>		
Action of controller	<ul style="list-style-type: none"> <li>Turns output to service solenoid OFF</li> <li>Even if cause of failure disappears, system does not reset itself until starting switch is turned OFF.</li> </ul>		
Problem that appears on machine	<ul style="list-style-type: none"> <li>Hydraulic circuit for attachment is not does not change to single operation circuit.</li> </ul>		
Related information	<ul style="list-style-type: none"> <li>Operating condition of service solenoid can be checked with monitoring function. (Code: 02301 Solenoid 2)</li> <li>Method of reproducing failure code: Turn starting switch ON + Set machine in breaker mode (B).</li> </ul>		

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting		
		1	Defective service solenoid (Internal short circuit or ground fault)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.	
V06 (male)				Resistance	
Between (1) – (2)				20 – 60 Ω	
			Between (1) – chassis ground	Min. 1 MΩ	
2		Ground fault in wiring harness (Short circuit with GND circuit)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.		
			Wiring harness between C02 (female) (86) – V06 (female) (1)	Resistance	Min. 1 MΩ
3		Defective pump controller	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.		
			C02 (female)	Resistance	
			Between (86) – chassis ground	20 – 60 Ω	

#### Circuit diagram related to service solenoid

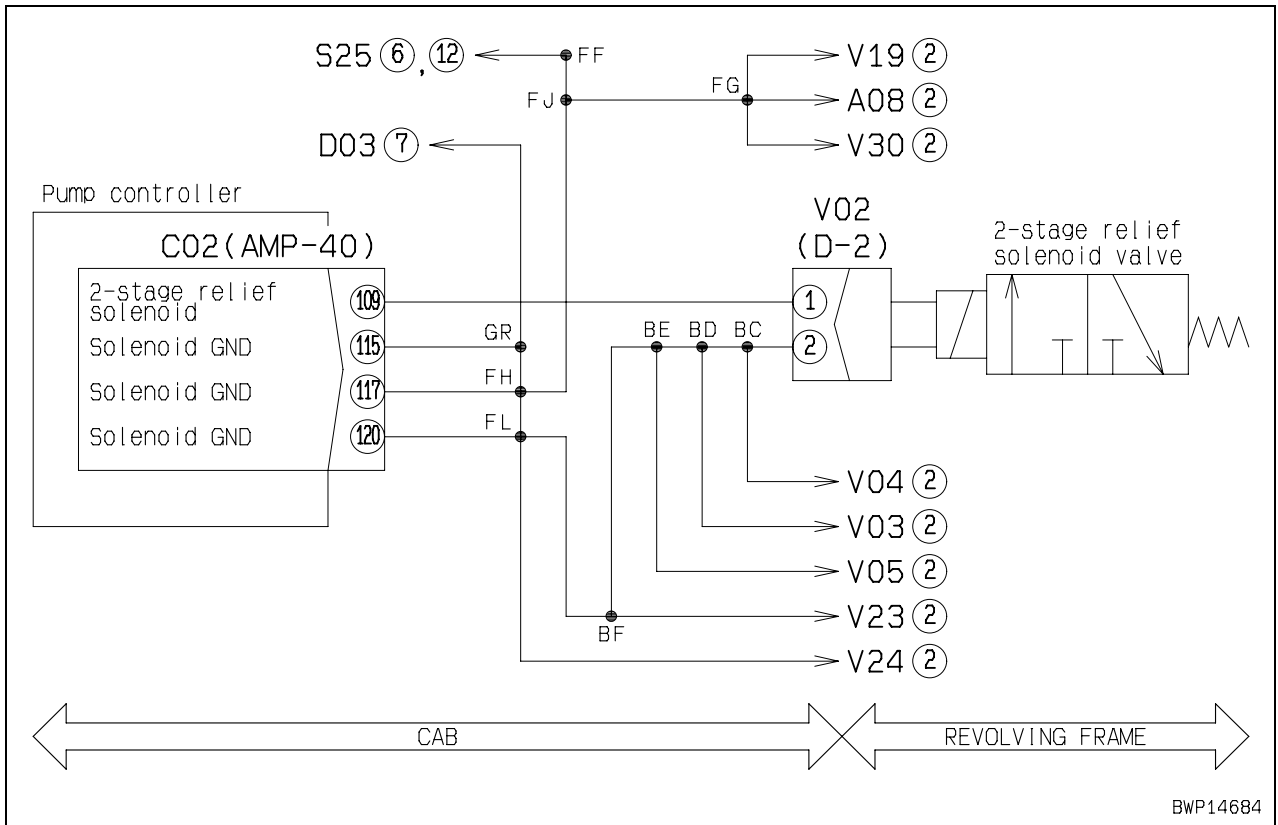


### Failure code [DWK0KA] 2-stage Relief Sol Discon

User code	Failure code	Trouble	2-stage relief solenoid disconnection (Pump controller system)
—	<b>DWK0KA</b>		
Contents of trouble	<ul style="list-style-type: none"> <li>When output to 2-stage relief solenoid is turned OFF, disconnection was detected in circuit.</li> </ul>		
Action of controller	<ul style="list-style-type: none"> <li>None in particular. (Since no current flows, solenoid does not operate.)</li> <li>If cause of failure disappears, system resets itself.</li> </ul>		
Problem that appears on machine	<ul style="list-style-type: none"> <li>Power maximizing function does not work.</li> <li>Travel power is low.</li> </ul>		
Related information	<ul style="list-style-type: none"> <li>Operating condition of 2-stage relief solenoid can be checked with monitoring function. (Code: 02300 Solenoid 1)</li> <li>Method of reproducing failure code: Turn starting switch ON + Set machine in mode other than (L).</li> </ul>		

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting			
		1	Defective 2-stage relief solenoid (Internal disconnection)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.		
V02 (male)				Resistance		
Between (1) – (2)				20 – 60 Ω		
2		Disconnection in wiring harness (Disconnection in wiring or defective contact in connector)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.			
			Wiring harness between C02 (female) (109) – V02 (female) (1)	Resistance	Max. 1 Ω	
			Wiring harness between C02 (female) (115), (117), (120) – V02 (female) (2)	Resistance	Max. 1 Ω	
3		Defective pump controller	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.			
			C02 (female)		Resistance	
			Between (109) – (115), (117), (120)		20 – 60 Ω	

Circuit diagram related to 2-stage relief solenoid



BWP14684

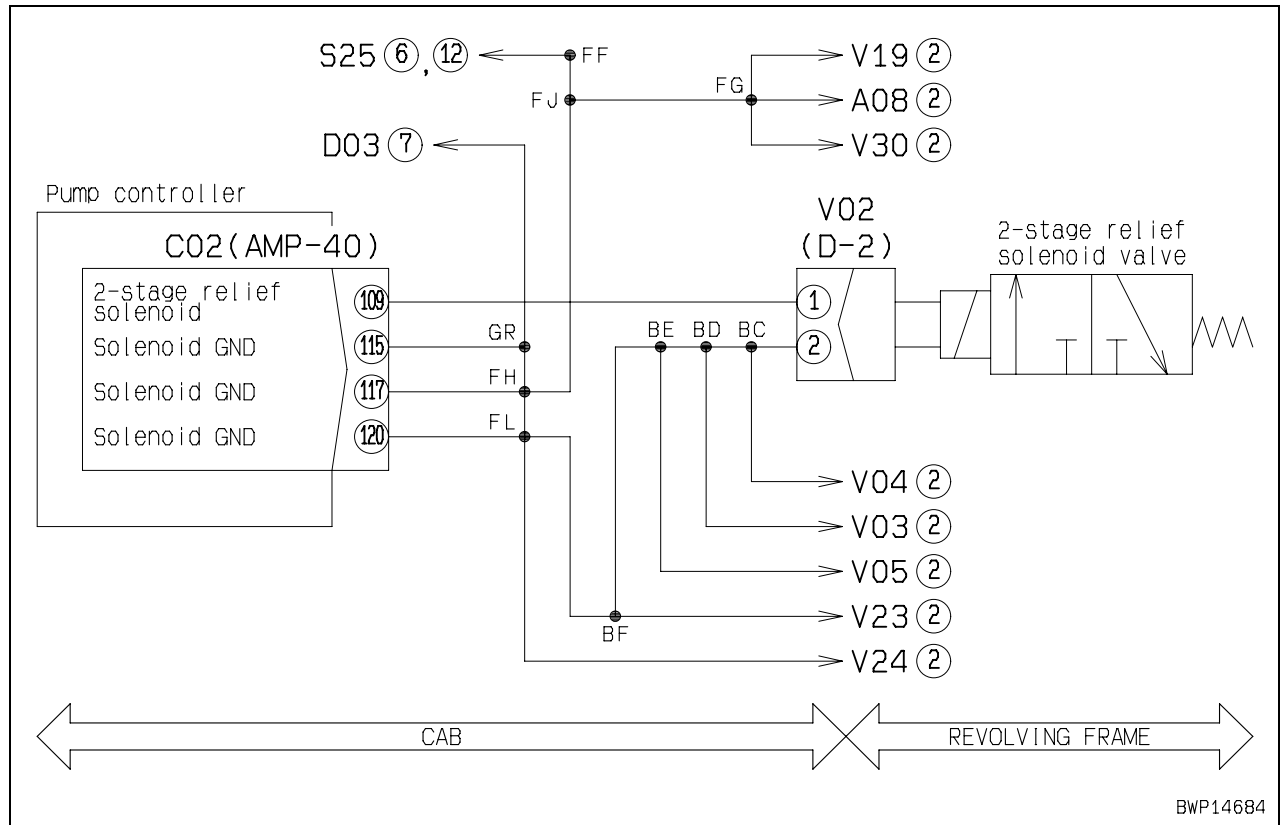
## Failure code [DWK0KB] 2-stage Relief Sol Short

User code	Failure code	Trouble	2-stage relief solenoid short (Pump controller system)
—	<b>DWK0KB</b>		
Contents of trouble	<ul style="list-style-type: none"> <li>When output to 2-stage relief solenoid is turned ON, short circuit was detected in circuit.</li> </ul>		
Action of controller	<ul style="list-style-type: none"> <li>Turns output to 2-stage relief solenoid OFF.</li> <li>Even if cause of failure disappears, system does not reset itself until starting switch is turned OFF.</li> </ul>		
Problem that appears on machine	<ul style="list-style-type: none"> <li>Power maximizing function does not work.</li> <li>Travel power is low.</li> </ul>		
Related information	<ul style="list-style-type: none"> <li>Operating condition of 2-stage relief solenoid can be checked with monitoring function. (Code: 02300 Solenoid 1)</li> <li>Method of reproducing failure code: Turn starting switch ON + Set machine in working mode (L).</li> </ul>		

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting			
		1	Defective 2-stage relief solenoid (Internal short circuit or ground fault)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.		
V02 (male)				Resistance		
Between (1) – (2)				20 – 60 Ω		
Between (1) – chassis ground				Min. 1 MΩ		
2		Ground fault in wiring harness (Short circuit with GND circuit)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.			
			Wiring harness between C02 (female) (109) – V02 (female) (1)	Resistance	Min. 1 MΩ	
3		Defective pump controller	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.			
			C02 (female)		Resistance	
			Between (109) – (115), (117), (120)		20 – 60 Ω	
			Between (109) – chassis ground		Min. 1 MΩ	



Circuit diagram related to 2-stage relief solenoid



PC290LC, 290NLC-8 Hydraulic excavator

Form No. UEN00021-00

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# HYDRAULIC EXCAVATOR

## PC290LC-8 PC290NLC-8

### Machine model      Serial number

PC290LC-8	K50001 and up
PC290NLC-8	K50001 and up

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## 40 Troubleshooting

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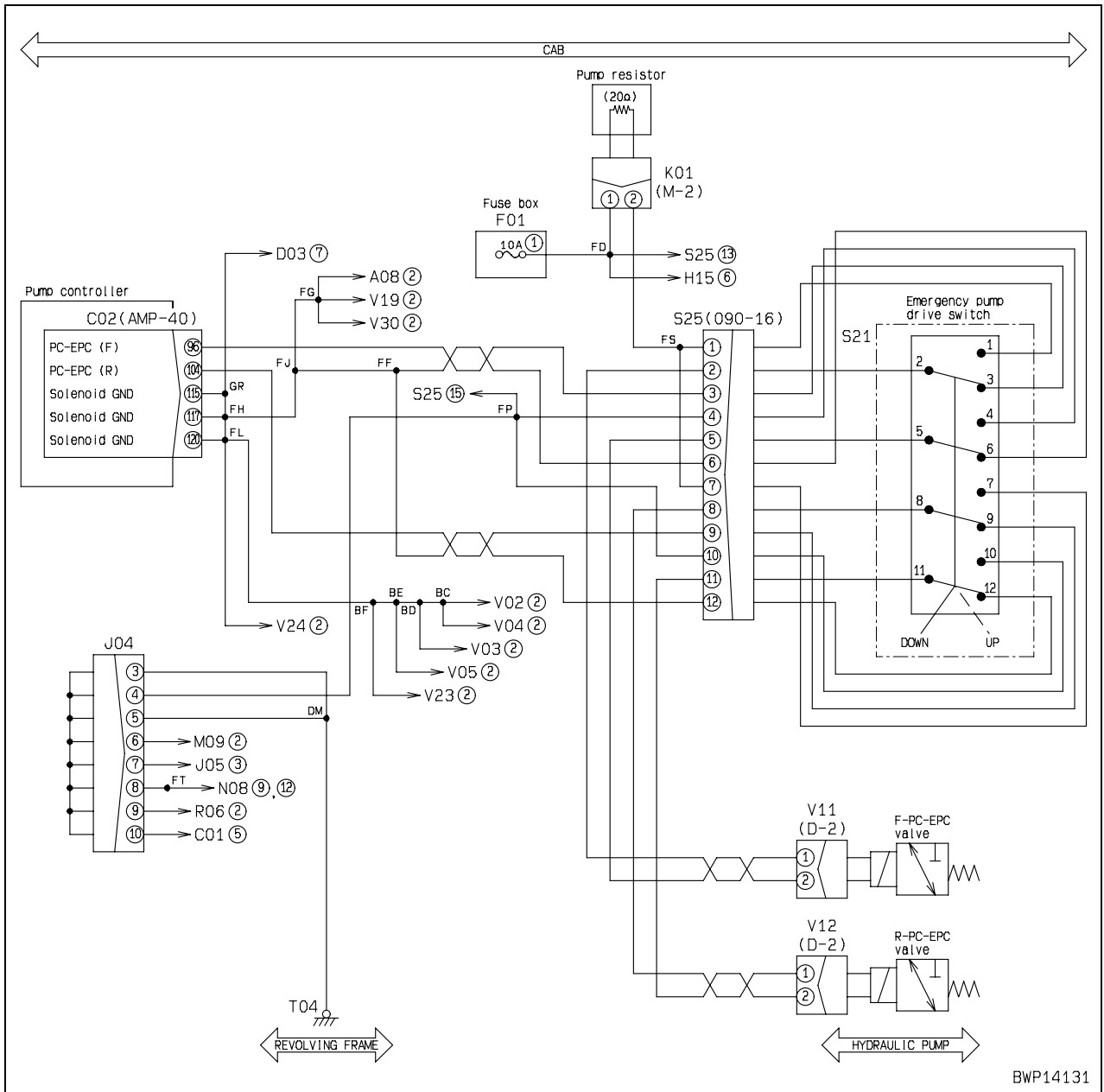
## Troubleshooting by failure code (Display of code), Part 4

### Failure code [DXA8KA] PC-EPC (F) Sol Discon

User code	Failure code	Trouble	PC-EPC (F) solenoid system disconnection (Pump controller system)
<b>E02</b>	<b>DXA8KA</b>		
Contents of trouble	<ul style="list-style-type: none"> <li>When PC-EPC (F) solenoid was driven, disconnection was detected in circuit.</li> </ul>		
Action of controller	<ul style="list-style-type: none"> <li>None in particular (Since no current flows, solenoid does not operate).</li> <li>If cause of failure disappears, system resets itself.</li> </ul>		
Problem that appears on machine	<ul style="list-style-type: none"> <li>If pump load increases, engine speed lowers largely and engine may stall.</li> </ul>		
Related information	<ul style="list-style-type: none"> <li>Drive current of PC-EPC (F) solenoid can be checked with monitoring function. (Code: 01300 PC-EPC solenoid current (F))</li> <li>Method of reproducing failure code: Turn starting switch ON.</li> </ul>		

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting			
	Possible causes and standard value in normal state	1	Defective PC-EPC (F) solenoid (Internal disconnection)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.		
V11 (male)				Resistance		
Between (1) – (2)				7 – 14 Ω		
2		Defective emergency pump drive switch (Internal disconnection)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.			
			S25 (male)	Emergency pump drive switch	Resistance	
			Between (3) – (2)	Normal	Max. 1 Ω	
				Emergency	Min. 1 MΩ	
			Between (6) – (5)	Normal	Max. 1 Ω	
Emergency		Min. 1 MΩ				
3		Disconnection in wiring harness (Disconnection in wiring or defective contact in connector)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.			
			Wiring harness between C02 (female) (96) – S25 (female) (3)		Resistance	Max. 1 Ω
			Wiring harness between S25 (female) (2) – V11 (female) (1)		Resistance	Max. 1 Ω
			Wiring harness between C02 (female) (115), (117), (120) – S25 (female) (6)		Resistance	Max. 1 Ω
			Wiring harness between S25 (female) (5) – V11 (female) (2)		Resistance	Max. 1 Ω
4		Defective pump controller	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.			
			C02 (female)		Resistance	
	Between (96) – (115), (117), (120)		7 – 14 Ω			

Circuit diagram related to PC-EPC (F) solenoid and PC-EPC (R) solenoid



BWP14131

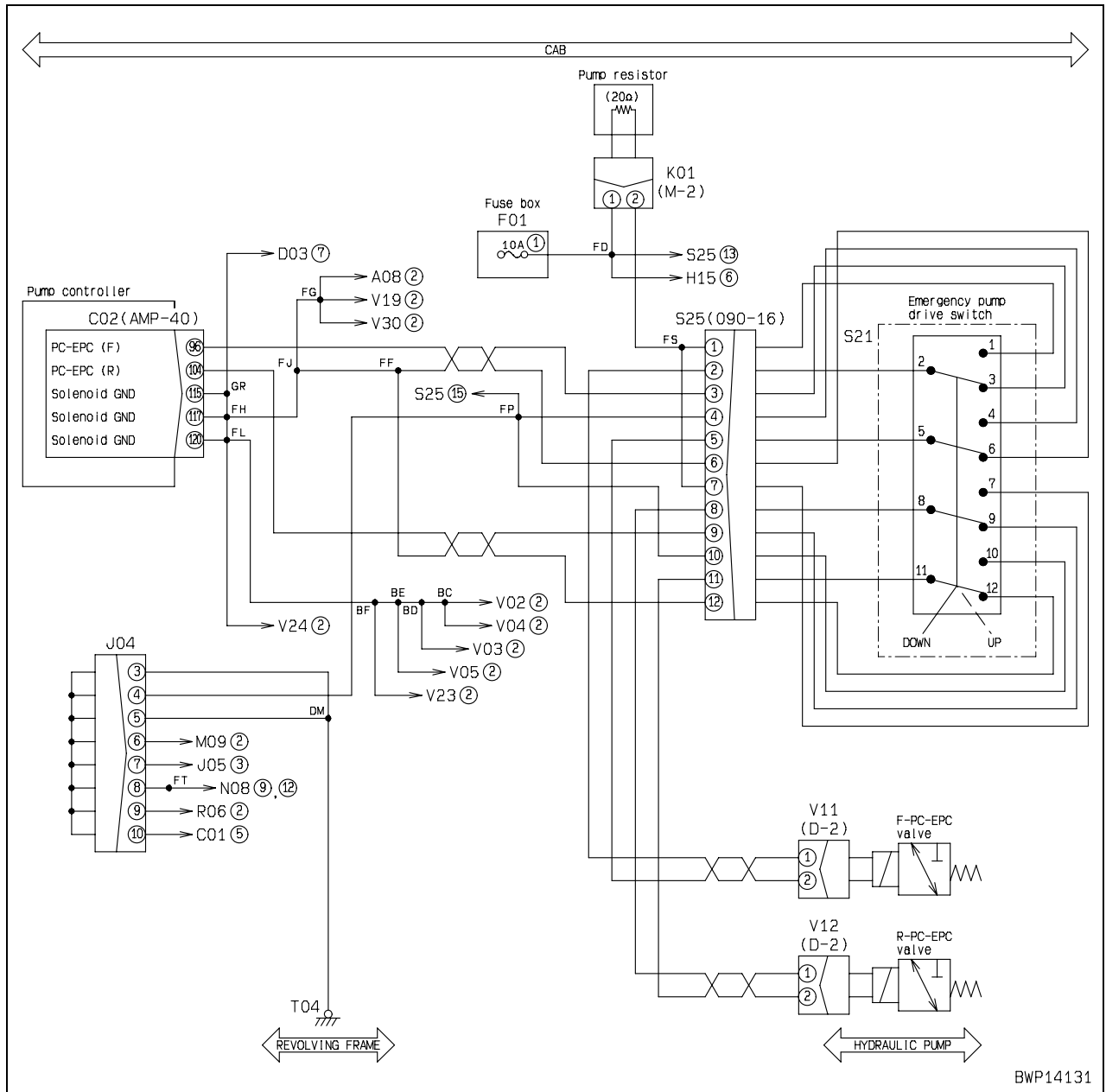
## Failure code [DXA8KB] PC-EPC (F) Sol Short

User code	Failure code	Trouble	PC-EPC (F) solenoid system short (Pump controller system)
<b>E02</b>	<b>DXA8KB</b>		
Contents of trouble	<ul style="list-style-type: none"> <li>When PC-EPC (F) solenoid was driven, short circuit was detected in circuit.</li> </ul>		
Action of controller	<ul style="list-style-type: none"> <li>Turns output to PC-EPC (F) solenoid OFF.</li> <li>Even if cause of failure disappears, system does not reset itself until starting switch is turned OFF.</li> </ul>		
Problem that appears on machine	<ul style="list-style-type: none"> <li>If pump load increases, engine speed lowers largely and engine may stall.</li> </ul>		
Related information	<ul style="list-style-type: none"> <li>Drive current of PC-EPC (F) solenoid can be checked with monitoring function. (Code: 01300 PC-EPC solenoid current (F))</li> <li>Method of reproducing failure code: Turn starting switch ON.</li> </ul>		

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting			
	Possible causes and standard value in normal state	1	Defective PC-EPC (F) solenoid (Internal short circuit or ground fault)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.		
V11 (male)				Resistance		
Between (1) – (2)				7 – 14 Ω		
Between (1) – chassis ground				Min. 1 MΩ		
2		Defective emergency pump drive switch (Internal short circuit or ground fault)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.			
			S25 (male)	Emergency pump drive switch	Resistance	
			Between (2), (3) – (4)		Min. 1 MΩ	
			Between (2), (3) – chassis ground		Normal	Min. 1 MΩ
3		Ground fault in wiring harness (Contact with GND circuit)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.			
			Wiring harness between C02 (female) (96) – S25 (female) (3)		Resistance	Min. 1 MΩ
			Wiring harness between S25 (female) (5) – V11 (female) (2)		Resistance	Min. 1 MΩ
4		Defective pump controller	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.			
			C02 (female)		Resistance	
			Between (96) – (115), (117), (120)		7 – 14 Ω	
			Between (96) – chassis ground		Min. 1 MΩ	



Circuit diagram related to PC-EPC (F) solenoid and PC-EPC (R) solenoid

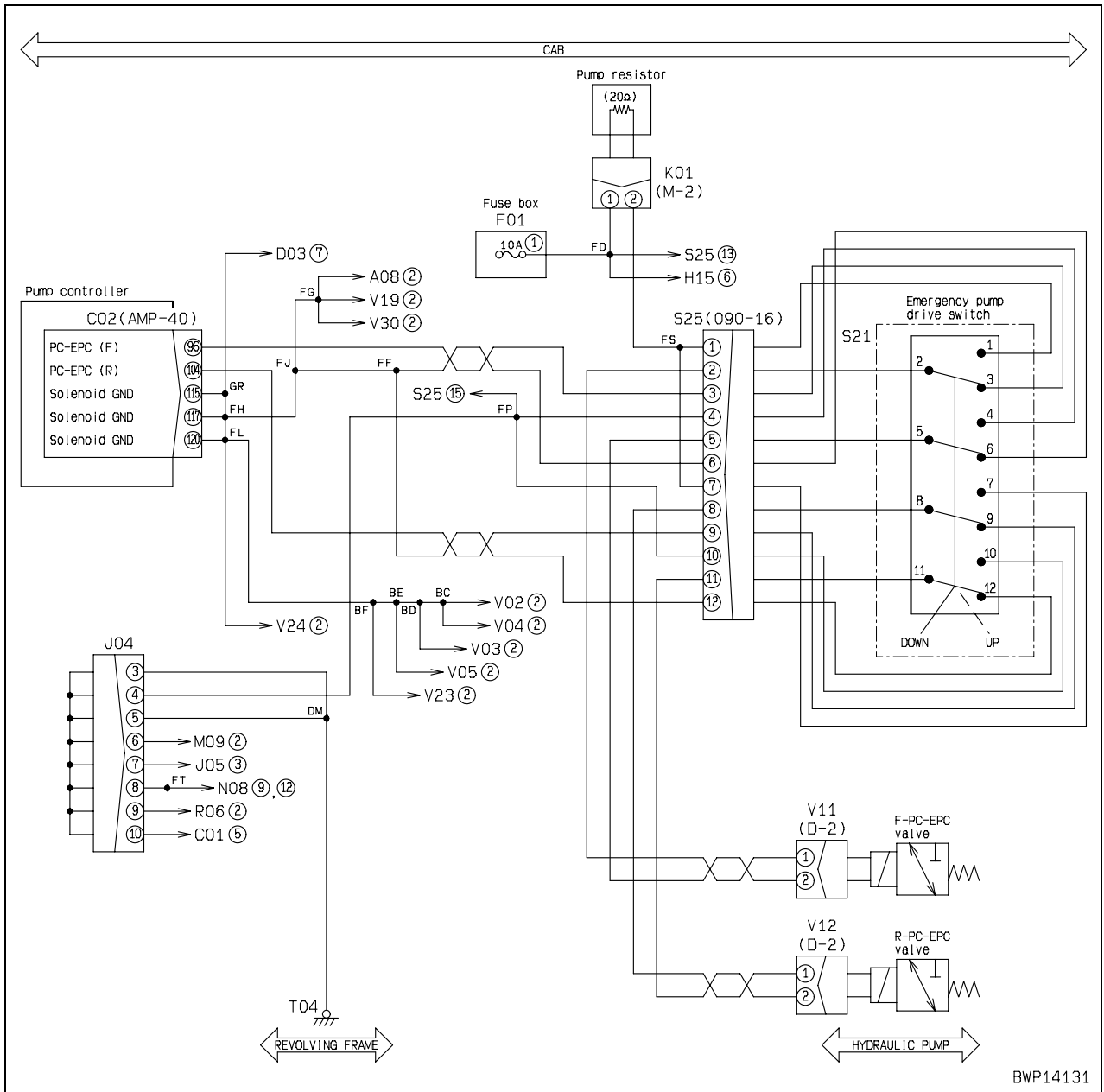


### Failure code [DXA9KA] PC-EPC (R) Sol Discon

User code	Failure code	Trouble	PC-EPC (R) solenoid system disconnection (Pump controller system)
<b>E02</b>	<b>DXA9KA</b>		
Contents of trouble	<ul style="list-style-type: none"> <li>When PC-EPC (R) solenoid was driven, disconnection was detected in circuit.</li> </ul>		
Action of controller	<ul style="list-style-type: none"> <li>None in particular (Since no current flows, solenoid does not operate).</li> <li>If cause of failure disappears, system resets itself.</li> </ul>		
Problem that appears on machine	<ul style="list-style-type: none"> <li>If pump load increases, engine speed lowers largely and engine may stall.</li> </ul>		
Related information	<ul style="list-style-type: none"> <li>Drive current of PC-EPC (R) solenoid can be checked with monitoring function. (Code: 01302 PC-EPC solenoid current (R))</li> <li>Method of reproducing failure code: Turn starting switch ON.</li> </ul>		

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting			
		1	Defective PC-EPC (R) solenoid (Internal disconnection)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.		
V12 (male)				Resistance		
Between (1) – (2)				7 – 14 Ω		
2		Defective emergency pump drive switch (Internal disconnection)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.			
			S25 (male)	Emergency pump drive switch	Resistance	
			Between (9) – (8)	Normal	Max. 1 Ω	
				Emergency	Min. 1 MΩ	
			Between (12) – (11)	Normal	Max. 1 Ω	
Emergency		Min. 1 MΩ				
3		Disconnection in wiring harness (Disconnection in wiring or defective contact in connector)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.			
			Wiring harness between C02 (female) (104) – S25 (female) (9)		Resistance	Min. 1 MΩ
			Wiring harness between S25 (female) (8) – V12 (female) (1)		Resistance	Min. 1 MΩ
			Wiring harness between C02 (female) (115), (117), (120) – S25 (female) (12)		Resistance	Min. 1 MΩ
			Wiring harness between S25 (female) (11) – V12 (female) (2)		Resistance	Min. 1 MΩ
4		Defective pump controller	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.			
			C02 (female)		Resistance	
	Between (104) – (115), (117), (120)		7 – 14 Ω			

Circuit diagram related to PC-EPC (F) solenoid and PC-EPC (R) solenoid

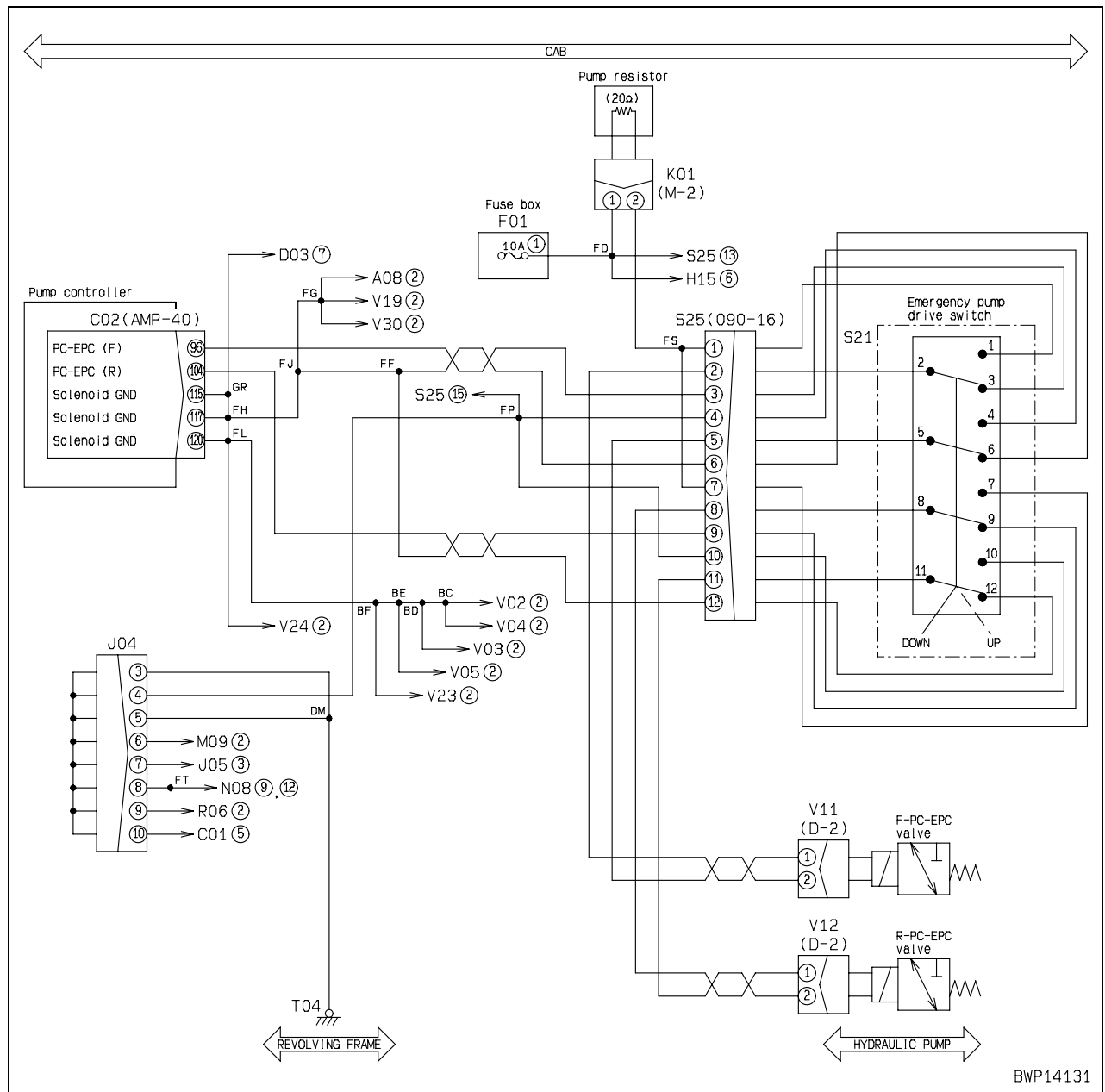


## Failure code [DXA9KB] PC-EPC (R) Sol Short

User code	Failure code	Trouble	PC-EPC (R) solenoid system short (Pump controller system)
<b>E02</b>	<b>DXA9KB</b>		
Contents of trouble	<ul style="list-style-type: none"> <li>When PC-EPC (R) solenoid was driven, short circuit was detected in circuit.</li> </ul>		
Action of controller	<ul style="list-style-type: none"> <li>Turns output to PC-EPC (R) solenoid OFF.</li> <li>Even if cause of failure disappears, system does not reset itself until starting switch is turned OFF.</li> </ul>		
Problem that appears on machine	<ul style="list-style-type: none"> <li>If pump load increases, engine speed lowers largely and engine may stall.</li> </ul>		
Related information	<ul style="list-style-type: none"> <li>Drive current of PC-EPC (R) solenoid can be checked with monitoring function. (Code: 01302 PC-EPC solenoid current (R))</li> <li>Method of reproducing failure code: Turn starting switch ON.</li> </ul>		

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting			
		1	Defective PC-EPC (R) solenoid (Internal short circuit or ground fault)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.		
V12 (male)				Resistance		
Between (1) – (2)				7 – 14 Ω		
Between (1) – chassis ground				Min. 1 MΩ		
2		Defective emergency pump drive switch (Internal short circuit or ground fault)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.			
			S25 (male)	Emergency pump drive switch	Resistance	
			Between (8), (9) – (10)	Normal	Min. 1 MΩ	
			Between (8), (9) – chassis ground		Min. 1 MΩ	
3		Ground fault in wiring harness (Contact with GND circuit)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.			
			Wiring harness between C02 (female) (104) – S25 (female) (9)		Resistance	Min. 1 MΩ
			Wiring harness between S25 (female) (8) – V12 (female) (1)		Resistance	Min. 1 MΩ
4		Defective pump controller	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.			
			C02 (female)		Resistance	
			Between (104) – (115), (117), (120)		7 – 14 Ω	
			Between (104) – chassis ground		Min. 1 MΩ	

Circuit diagram related to PC-EPC (F) solenoid and PC-EPC (R) solenoid

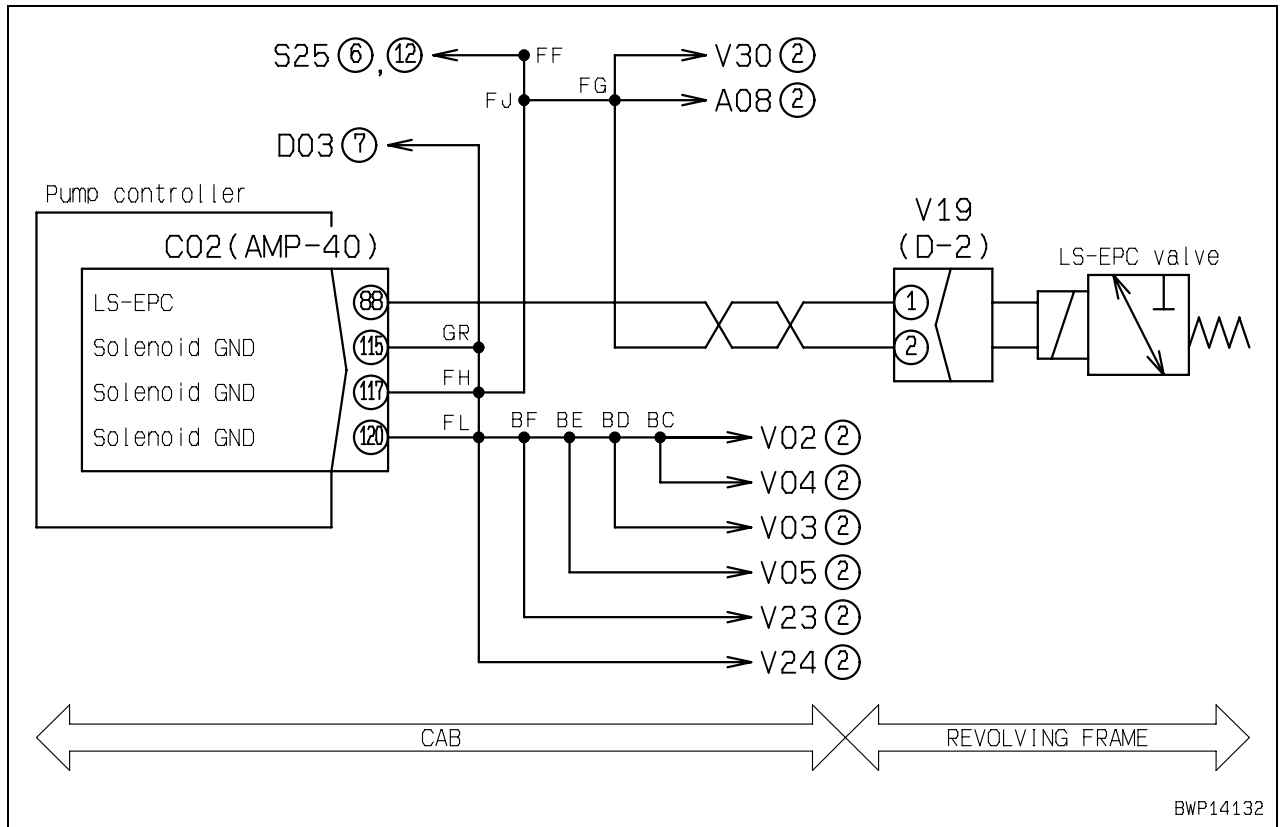


### Failure code [DXE0KA] LS-EPC Sol Discon

User code	Failure code	Trouble	LS-EPC solenoid system disconnection (Pump controller system)
—	<b>DXE0KA</b>		
Contents of trouble	<ul style="list-style-type: none"> <li>When LS-EPC solenoid was driven, disconnection was detected in circuit.</li> </ul>		
Action of controller	<ul style="list-style-type: none"> <li>None in particular (Since no current flows, solenoid does not operate).</li> <li>If cause of failure disappears, system resets itself.</li> </ul>		
Problem that appears on machine	<ul style="list-style-type: none"> <li>Travel speed is high at Lo and Mi.</li> <li>Work equipment speed and swing speed are high in lifting mode (L).</li> </ul>		
Related information	<ul style="list-style-type: none"> <li>Drive current of LS-EPC solenoid can be checked with monitoring function. (Code: 01500 LS-EPC solenoid current)</li> <li>Method of reproducing failure code: Turn starting switch ON.</li> </ul>		

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting			
		1	Defective LS-EPC solenoid (Internal disconnection)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.		
V19 (male)				Resistance		
Between (1) – (2)				7 – 14 Ω		
2		Disconnection in wiring harness (Disconnection in wiring or defective contact in connector)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.			
			Wiring harness between C02 (female) (88) – V19 (female) (1)		Resistance	Max. 1 Ω
			Wiring harness between C02 (female) (115), (117), (120) – V19 (female) (2)		Resistance	Max. 1 Ω
3		Defective pump controller	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.			
			C02 (female)		Resistance	
			Between (88) – (115), (117), (120)		7 – 14 Ω	

Circuit diagram related to LS-EPC solenoid



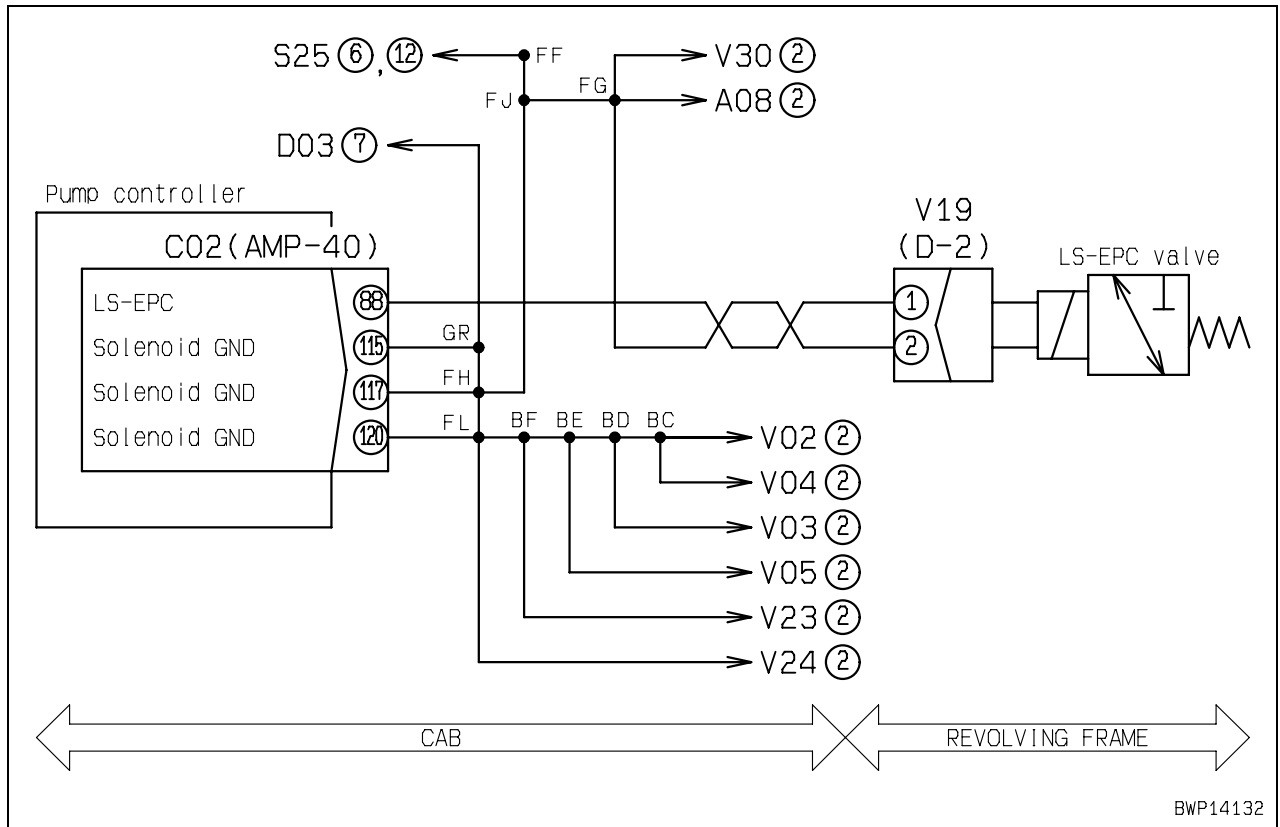
## Failure code [DXE0KB] LS-EPC Sol Short

User code	Failure code	Trouble	LS-EPC solenoid system short (Pump controller system)
—	<b>DXE0KB</b>		
Contents of trouble	<ul style="list-style-type: none"> <li>When LS-EPC solenoid was driven, short circuit was detected in circuit.</li> </ul>		
Action of controller	<ul style="list-style-type: none"> <li>Turns output to LS-EPC solenoid OFF.</li> <li>Even if cause of failure disappears, system does not reset itself until starting switch is turned OFF.</li> </ul>		
Problem that appears on machine	<ul style="list-style-type: none"> <li>Travel speed is high at Lo and Mi.</li> <li>Work equipment speed and swing speed are high in lifting mode (L).</li> </ul>		
Related information	<ul style="list-style-type: none"> <li>Drive current of LS-EPC solenoid can be checked with monitoring function. (Code: 01500 LS-EPC solenoid current)</li> <li>Method of reproducing failure code: Turn starting switch ON.</li> </ul>		

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting			
		1	Defective LS-EPC solenoid (Internal short circuit or ground fault)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.		
V19 (male)				Resistance		
Between (1) – (2)				7 – 14 Ω		
Between (1) – chassis ground				Min. 1 MΩ		
2		Ground fault in wiring harness (Short circuit with GND circuit)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.			
			Wiring harness between C02 (female) (88) – V19 (female) (1)	Resistance	Min. 1 MΩ	
3		Defective pump controller	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.			
			C02 (female)		Resistance	
			Between (88) – (115), (117), (120)		7 – 14 Ω	
			Between (88) – chassis ground		Min. 1 MΩ	



Circuit diagram related to LS-EPC solenoid

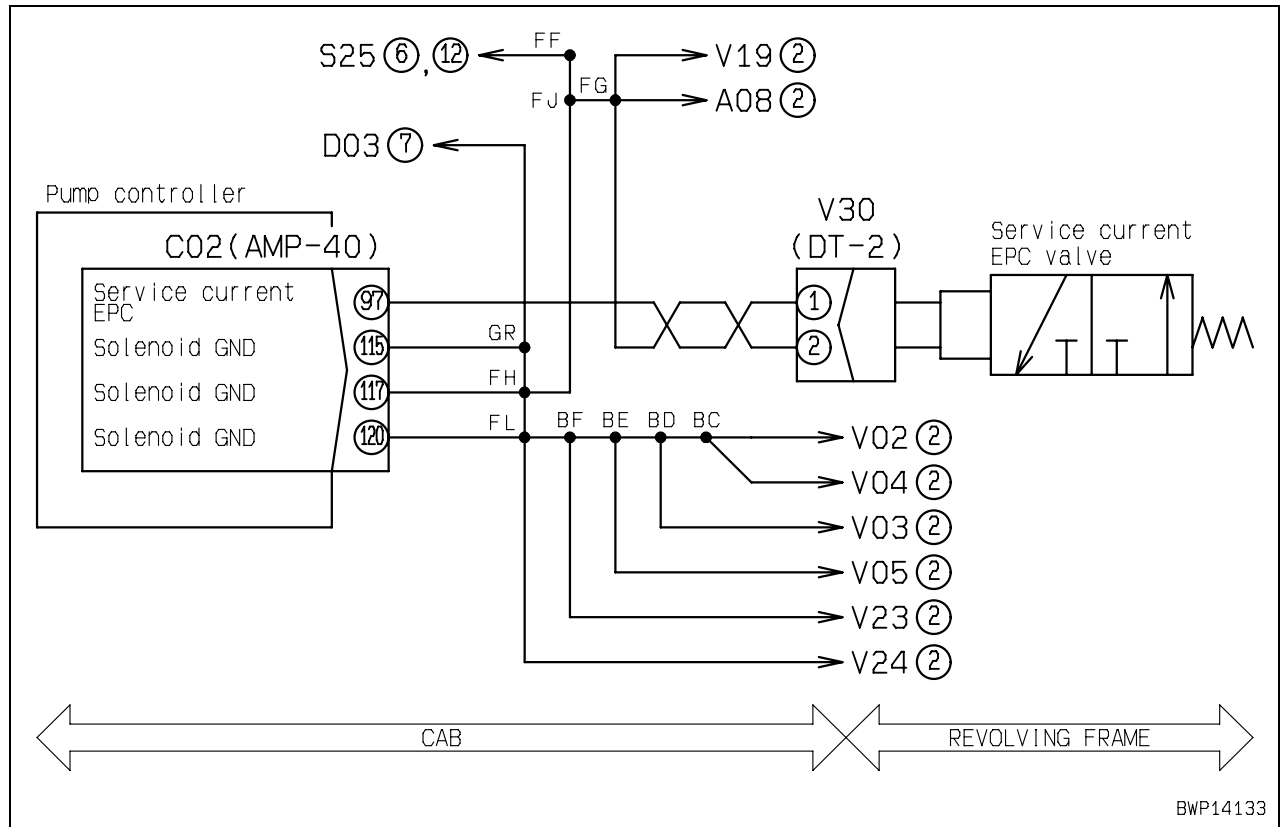


### Failure code [DXE4KA] Service Current EPC Discon

User code	Failure code	Trouble	Service current EPC solenoid disconnection (Pump controller system)
—	<b>DXE4KA</b>		
Contents of trouble	<ul style="list-style-type: none"> <li>When service EPC solenoid was driven, disconnection was detected in circuit.</li> </ul>		
Action of controller	<ul style="list-style-type: none"> <li>None in particular (Since no current flows, solenoid does not operate).</li> <li>If cause of failure disappears, system resets itself.</li> </ul>		
Problem that appears on machine	<ul style="list-style-type: none"> <li>Attachment does not operate.</li> </ul>		
Related information	<ul style="list-style-type: none"> <li>Drive current of service EPC solenoid can be checked with monitoring function. (Code: 01700 service solenoid current)</li> <li>Method of reproducing failure code: Turn starting switch ON + Set in attachment mode (ATT).</li> </ul>		

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting			
		1	Defective service EPC solenoid (Internal disconnection)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.		
V30 (male)				Resistance		
Between (1) – (2)				7 – 14 Ω		
2		Disconnection in wiring harness (Disconnection in wiring or defective contact in connector)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.			
			Wiring harness between C02 (female) (97) – V30 (female) (1)		Resistance	Max. 1 Ω
			Wiring harness between C02 (female) (115), (117), (120) – V30 (female) (2)		Resistance	Max. 1 Ω
3		Defective pump controller	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.			
			C02 (female)		Resistance	
			Between (97) – (115), (117), (120)		7 – 14 Ω	

Circuit diagram related to service EPC solenoid

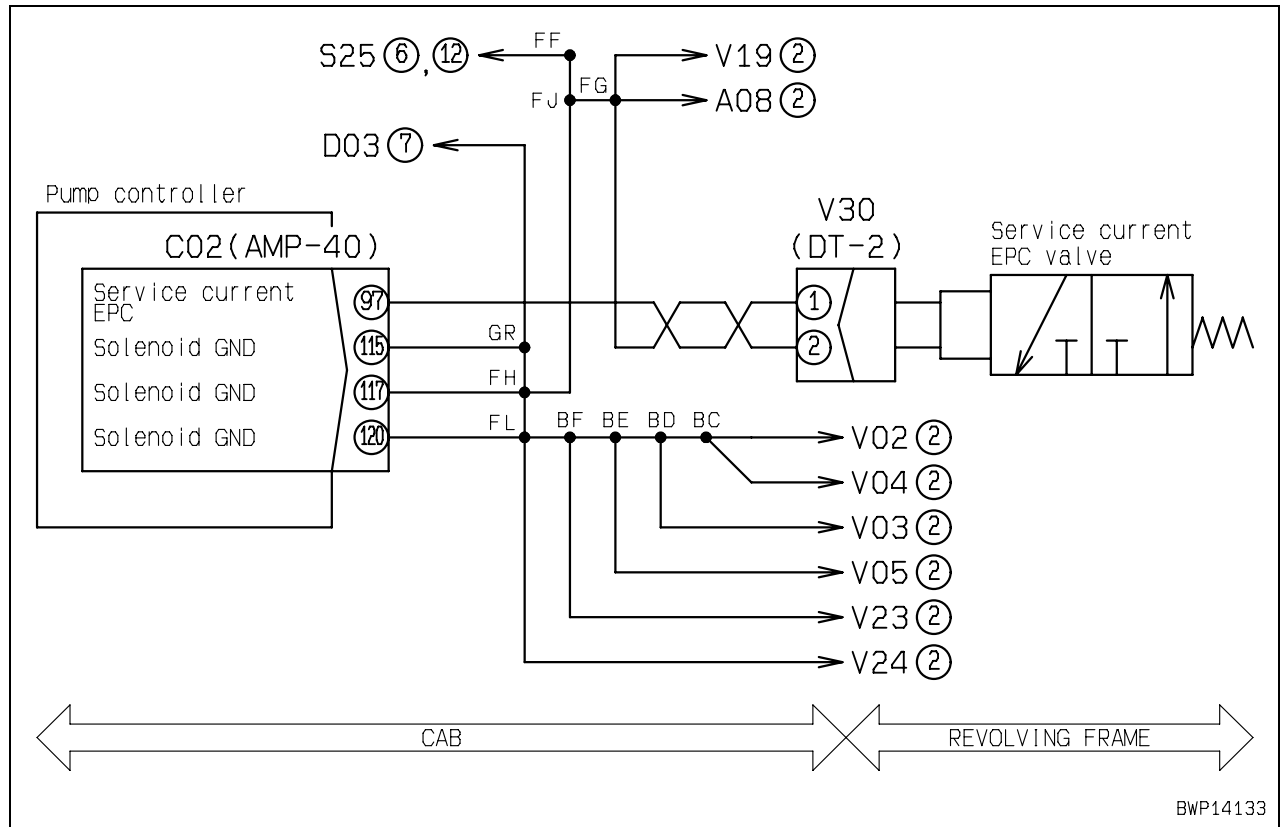


## Failure code [DXE4KB] Service Current EPC Short

User code	Failure code	Trouble	Service current EPC solenoid short (Pump controller system)
—	<b>DXE4KB</b>		
Contents of trouble	<ul style="list-style-type: none"> <li>When service EPC solenoid was driven, short circuit was detected in circuit.</li> </ul>		
Action of controller	<ul style="list-style-type: none"> <li>Turns output to service EPC solenoid OFF.</li> <li>Even if cause of failure disappears, system does not reset itself until starting switch is turned OFF.</li> </ul>		
Problem that appears on machine	<ul style="list-style-type: none"> <li>Attachment does not operate.</li> </ul>		
Related information	<ul style="list-style-type: none"> <li>Drive current of service EPC solenoid can be checked with monitoring function. (Code: 01700 service EPC solenoid current)</li> <li>Method of reproducing failure code: Turn starting switch ON + Set in attachment mode (ATT).</li> </ul>		

	Cause		Standard value in normal state/Remarks on troubleshooting		
	Possible causes and standard value in normal state	1	Defective service EPC solenoid (Internal short circuit or ground fault)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.	
V30 (male)				Resistance	
Between (1) – (2)				7 – 14 Ω	
Between (1) – chassis ground				Min. 1 MΩ	
3		Ground fault in wiring harness (Short circuit with GND circuit)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.		
			Wiring harness between C02 (female) (97) – V30 (female) (1)	Resistance	Min. 1 MΩ
4		Defective pump controller	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.		
			C02 (female)	Resistance	
			Between (97) – (115), (117), (120)	7 – 14 Ω	
			Between (97) – chassis ground	Min. 1 MΩ	

Circuit diagram related to service EPC solenoid

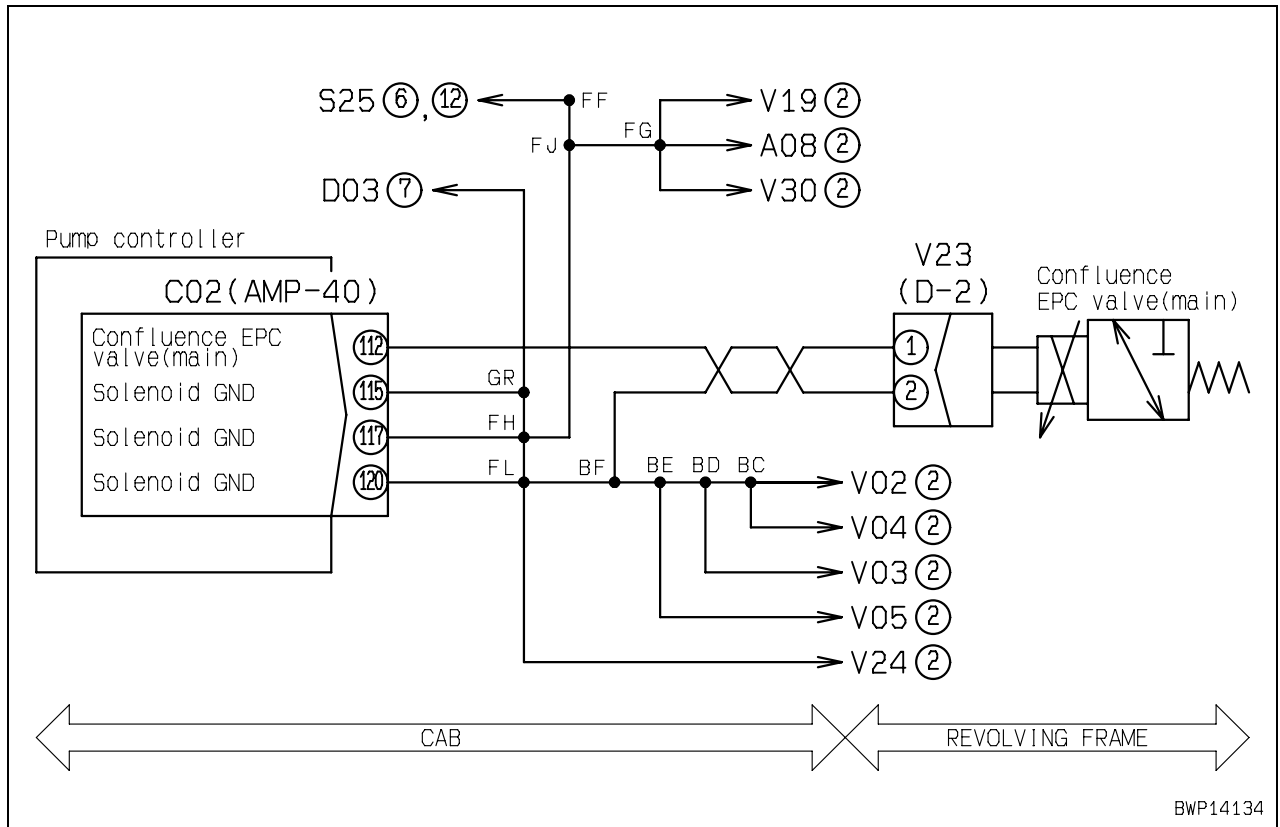


## Failure code [DXE5KA] Merge-divider Main Sol Discon

User code	Failure code	Trouble	Merge-divider main solenoid disconnection (Pump controller system)
—	<b>DXE5KA</b>		
Contents of trouble	<ul style="list-style-type: none"> <li>When merge-divider main EPC solenoid was driven, disconnection was detected in circuit.</li> </ul>		
Action of controller	<ul style="list-style-type: none"> <li>None in particular (Since no current flows, solenoid does not operate).</li> <li>If cause of failure disappears, system resets itself.</li> </ul>		
Problem that appears on machine	<ul style="list-style-type: none"> <li>Single operation speed of work equipment and swing is high in lifting mode (L).</li> </ul>		
Related information	<ul style="list-style-type: none"> <li>Drive current of merge-divider main EPC solenoid can be checked with monitoring function. (Code: 08000 merge-divider main solenoid current)</li> <li>Method of reproducing failure code: Turn starting switch ON.</li> </ul>		

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting			
		1	Defective merge-divider main EPC solenoid (Internal disconnection)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.		
V23 (male)				Resistance		
Between (1) – (2)				7 – 14 Ω		
2		Disconnection in wiring harness (Disconnection in wiring or defective contact in connector)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.			
			Wiring harness between C02 (female) (112) – V23 (female) (1)	Resistance	Max. 1 Ω	
			Wiring harness between C02 (female) (115), (117), (120) – V23 (female) (2)	Resistance	Max. 1 Ω	
3		Defective pump controller	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.			
			C02 (female)		Resistance	
			Between (112) – (115), (117), (120)		7 – 14 Ω	

Circuit diagram related to merge-divider main EPC solenoid



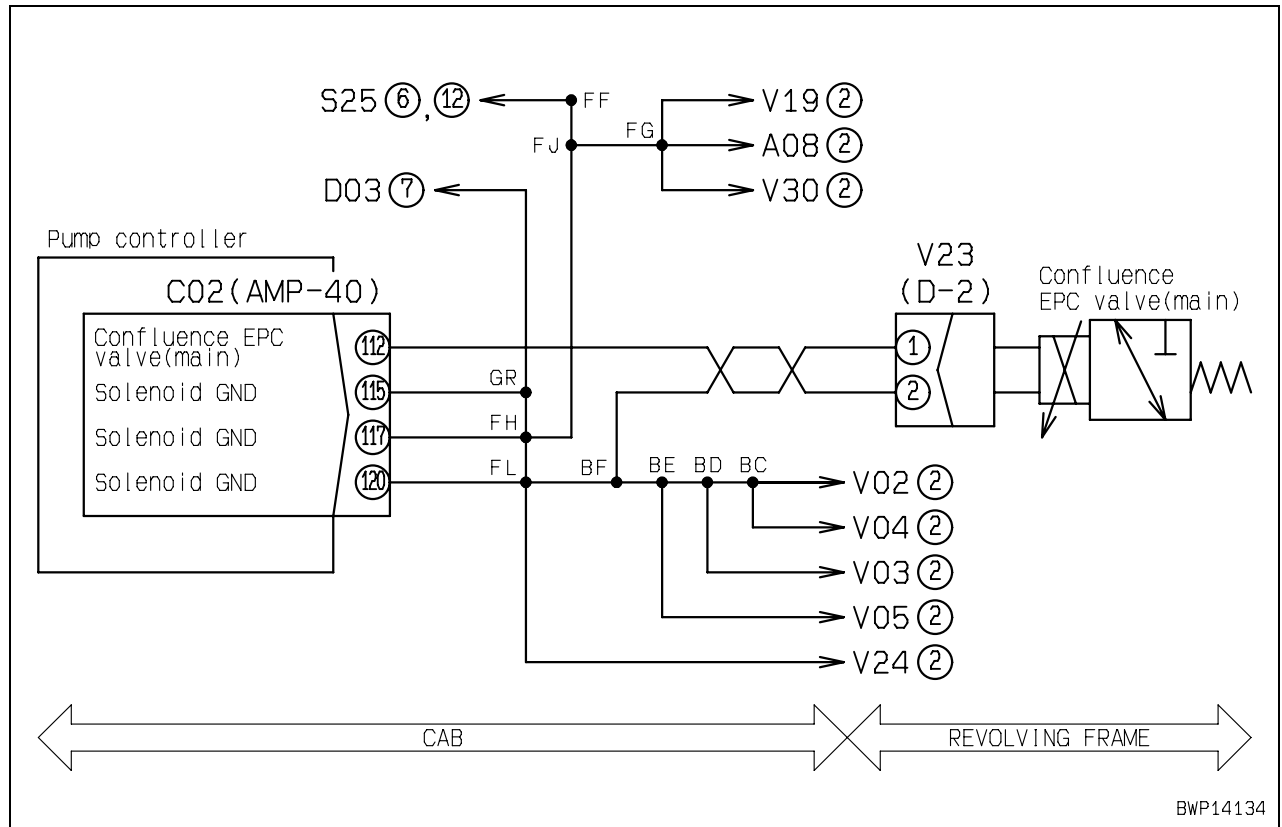
## Failure code [DXE5KB] Merge-divider Main Sol Short

User code	Failure code	Trouble	Merge-divider main solenoid short (Pump controller system)
—	<b>DXE5KB</b>		
Contents of trouble	<ul style="list-style-type: none"> <li>When merge-divider main EPC solenoid was driven, short circuit was detected in circuit.</li> </ul>		
Action of controller	<ul style="list-style-type: none"> <li>Turns output to merge-divider main EPC solenoid OFF.</li> <li>Even if cause of failure disappears, system does not reset itself until starting switch is turned OFF.</li> </ul>		
Problem that appears on machine	<ul style="list-style-type: none"> <li>Single operation speed of work equipment and swing is high in lifting mode (L).</li> </ul>		
Related information	<ul style="list-style-type: none"> <li>Drive current of merge-divider main EPC solenoid can be checked with monitoring function. (Code: 08000 merge-divider main EPC solenoid current)</li> <li>Method of reproducing failure code: Turn starting switch ON.</li> </ul>		

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting			
		1	Defective merge-divider main EPC solenoid (Internal short circuit or ground fault)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.		
V23 (male)				Resistance		
Between (1) – (2)				7 – 14 Ω		
Between (1) – chassis ground				Min. 1 MΩ		
2		Ground fault in wiring harness (Short circuit with GND circuit)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.			
			Wiring harness between C02 (female) (112) – V23 (female) (1)	Resistance	Min. 1 MΩ	
3		Defective pump controller	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.			
			C02 (female)		Resistance	
			Between (112) – (115), (117), (120)		7 – 14 Ω	
			Between (112) – chassis ground		Min. 1 MΩ	



Circuit diagram related to merge-divider main EPC solenoid



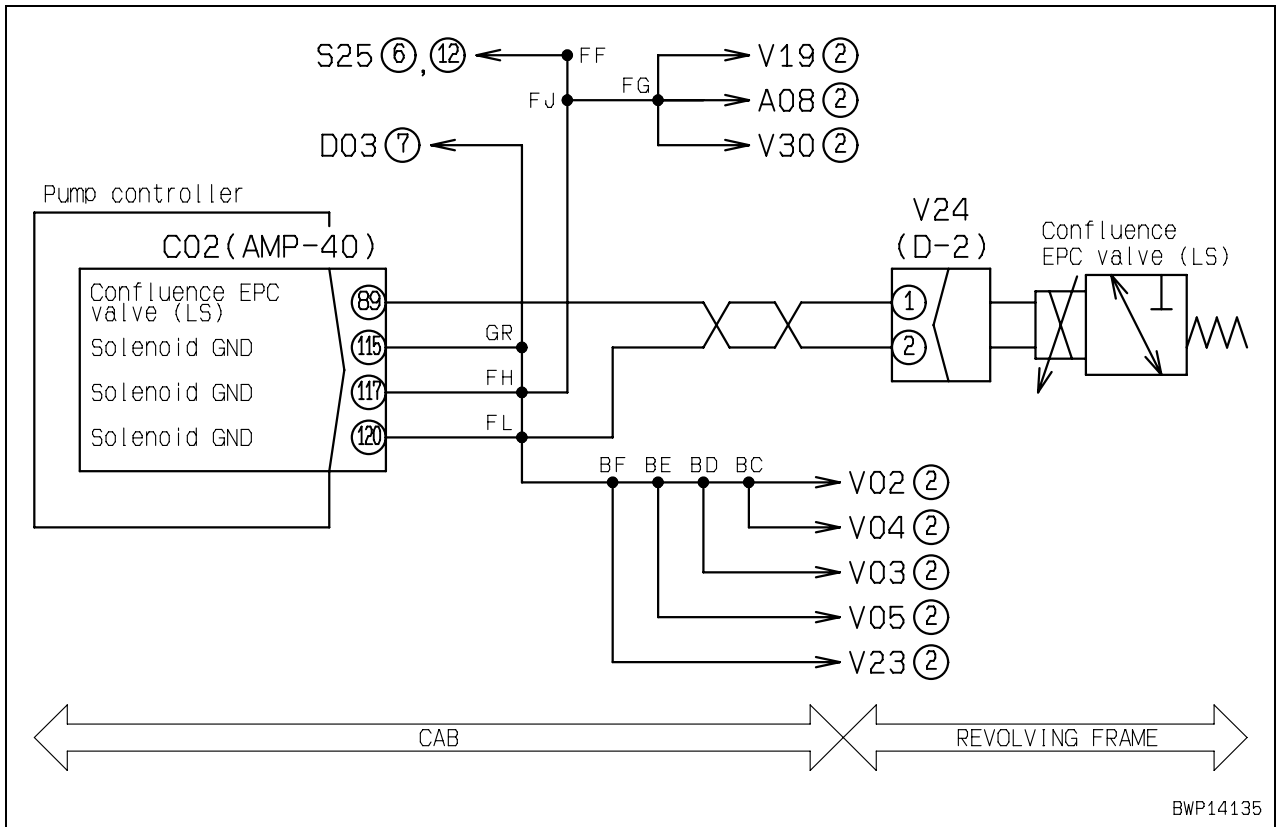
BWP14134

## Failure code [DXE6KA] Merge-divider LS Sol Discon

User code	Failure code	Trouble	Merge-divider LS solenoid disconnection (Pump controller system)
—	<b>DXE6KA</b>		
Contents of trouble	<ul style="list-style-type: none"> <li>When merge-divider LS EPC solenoid was driven, disconnection was detected in circuit.</li> </ul>		
Action of controller	<ul style="list-style-type: none"> <li>None in particular (Since no current flows, solenoid does not operate).</li> <li>If cause of failure disappears, system resets itself.</li> </ul>		
Problem that appears on machine	<ul style="list-style-type: none"> <li>Single operation speed of work equipment and swing is high in lifting mode (L).</li> </ul>		
Related information	<ul style="list-style-type: none"> <li>Drive current of merge-divider LS EPC solenoid can be checked with monitoring function. (Code: 08001 merge-divider LS solenoid current)</li> <li>Method of reproducing failure code: Turn starting switch ON.</li> </ul>		

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting			
		1	Defective merge-divider LS EPC solenoid (Internal disconnection)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.		
V24 (male)				Resistance		
Between (1) – (2)				7 – 14 Ω		
2		Disconnection in wiring harness (Disconnection in wiring or defective contact in connector)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.			
			Wiring harness between C02 (female) (89) – V24 (female) (1)		Resistance	Max. 1 Ω
			Wiring harness between C02 (female) (115), (117), (120) – V24 (female) (2)		Resistance	Max. 1 Ω
3		Defective pump controller	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.			
			C02 (female)		Resistance	
			Between (89) – (115), (117), (120)		7 – 14 Ω	

Circuit diagram related to merge-divider LS EPC solenoid



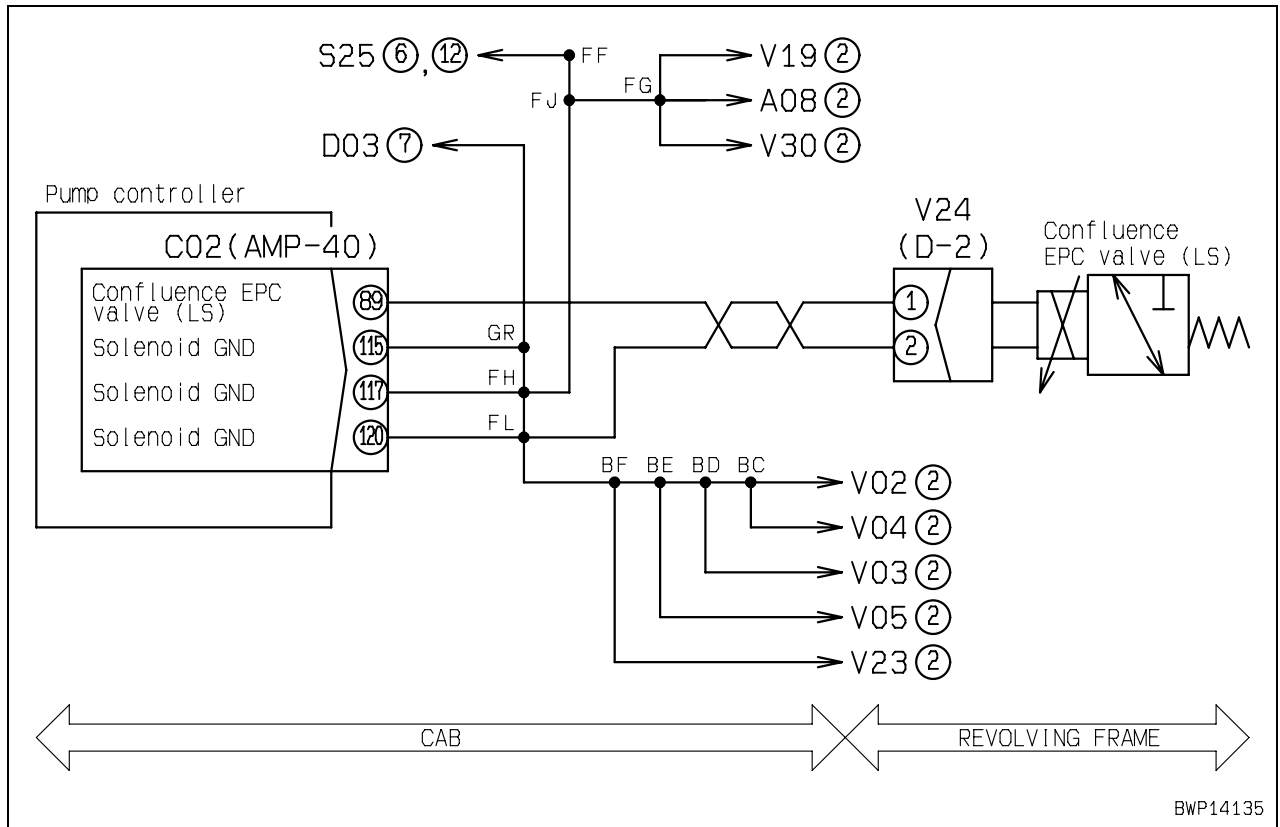
BWP14135

### Failure code [DXE6KB] Merge-divider LS Sol Short

User code	Failure code	Trouble	Merge-divider LS solenoid short (Pump controller system)
—	<b>DXE6KB</b>		
Contents of trouble	<ul style="list-style-type: none"> <li>When merge-divider LS EPC solenoid was driven, short circuit was detected in circuit.</li> </ul>		
Action of controller	<ul style="list-style-type: none"> <li>Turns output to merge-divider LS EPC solenoid OFF.</li> <li>Even if cause of failure disappears, system does not reset itself until starting switch is turned OFF.</li> </ul>		
Problem that appears on machine	<ul style="list-style-type: none"> <li>Single operation speed of work equipment and swing is re high in lifting mode (L).</li> </ul>		
Related information	<ul style="list-style-type: none"> <li>Drive current of merge-divider LS EPC solenoid can be checked with monitoring function. (Code: 08000 merge-divider LS EPC solenoid current)</li> <li>Method of reproducing failure code: Turn starting switch ON.</li> </ul>		

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting			
		1	Defective merge-divider LS EPC solenoid (Internal short circuit or ground fault)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.		
V24 (male)				Resistance		
Between (1) – (2)				7 – 14 Ω		
Between (1) – chassis ground				Min. 1 MΩ		
2		Ground fault in wiring harness (Short circuit with GND circuit)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.			
			Wiring harness between C02 (female) (89) – V24 (female) (1)	Resistance	Min. 1 MΩ	
3		Defective pump controller	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.			
			C02 (female)		Resistance	
			Between (89) – (115), (117), (120)		7 – 14 Ω	
			Between (89) – chassis ground		Min. 1 MΩ	

Circuit diagram related to merge-divider LS EPC solenoid

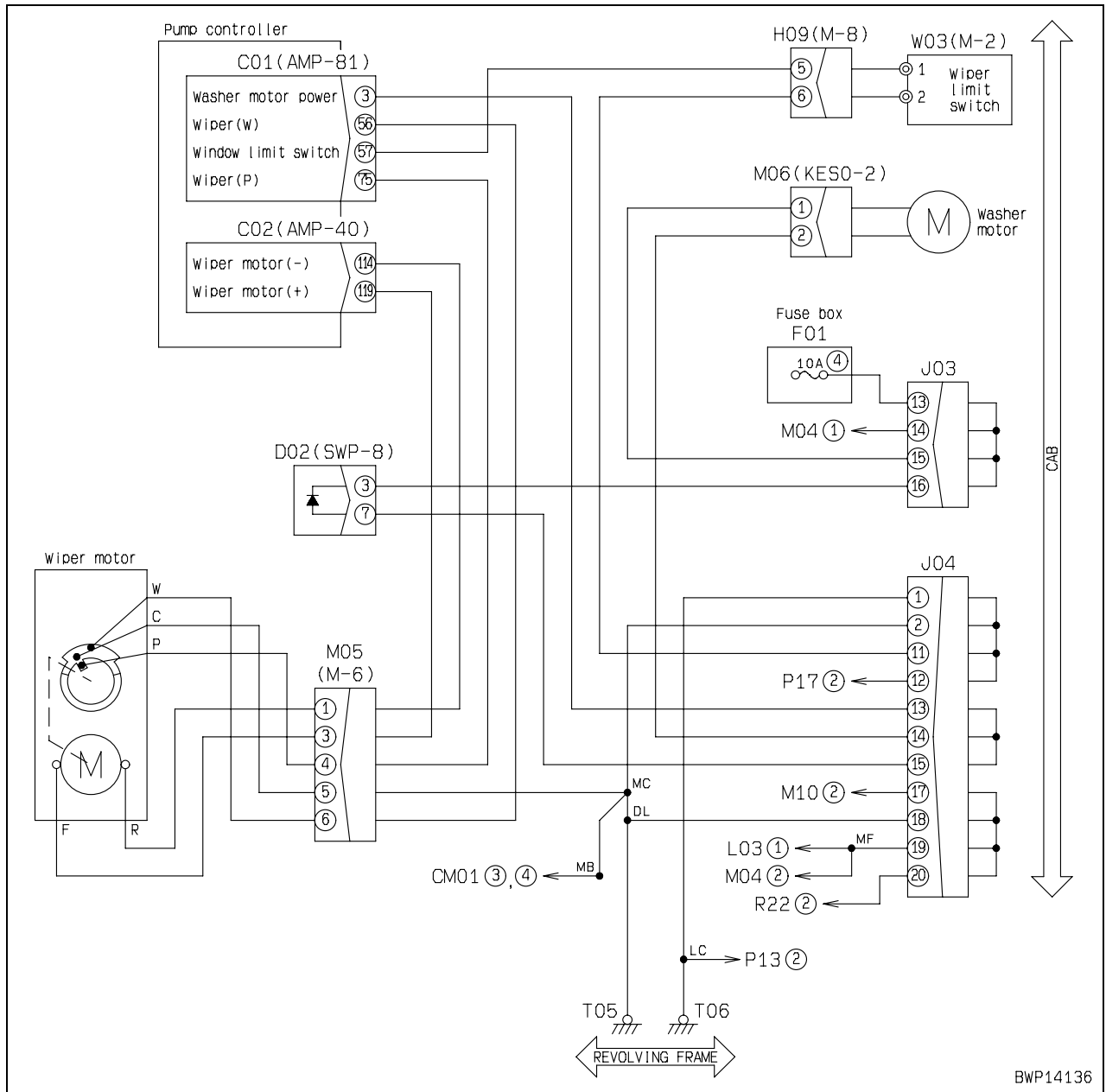


### Failure code [DY20KA] Wiper Working Abnormality

User code	Failure code	Trouble	Wiper working abnormality (Pump controller system)
—	<b>DY20KA</b>		
Contents of trouble	<ul style="list-style-type: none"> <li>When windshield wiper works, W signal of working ends is not input.</li> </ul>		
Action of controller	<ul style="list-style-type: none"> <li>Turns working output to wiper motor OFF.</li> <li>If cause of failure disappears, system resets itself.</li> </ul>		
Problem that appears on machine	<ul style="list-style-type: none"> <li>Wiper motor does not work.</li> </ul>		
Related information	<ul style="list-style-type: none"> <li>Condition of W contact signal of wiper working area can be checked with monitoring function. (Code: 02204 switch 5)</li> <li>Method of reproducing failure code: Turn starting switch ON + Set wiper switch to INT or ON.</li> </ul>		

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting		
		1	Defective wiper motor (Internal disconnection)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.	
M05 (female)				Wiper blade	Resistance
Between (6) – (5)				Operating range top	Max. 1 Ω
				Other than operating range top	Min. 1 MΩ
2		Disconnection in wiring harness (Disconnection in wiring or defective contact in connector)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.		
			Wiring harness between C01 (female) (56) – M05 (male) (6)	Resistance	Max. 1 Ω
			Wiring harness between M05 (female) (5) – J04 – chassis ground (T05, T06)	Resistance	Max. 1 Ω
3		Defective pump controller	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.		
			C01 (female)	Wiper blade	Resistance
			Between (56) – chassis ground	Operating range top	Max. 1 Ω
	Other than operating range top			Min. 1 MΩ	

Circuit diagram related to windshield wiper and window washer



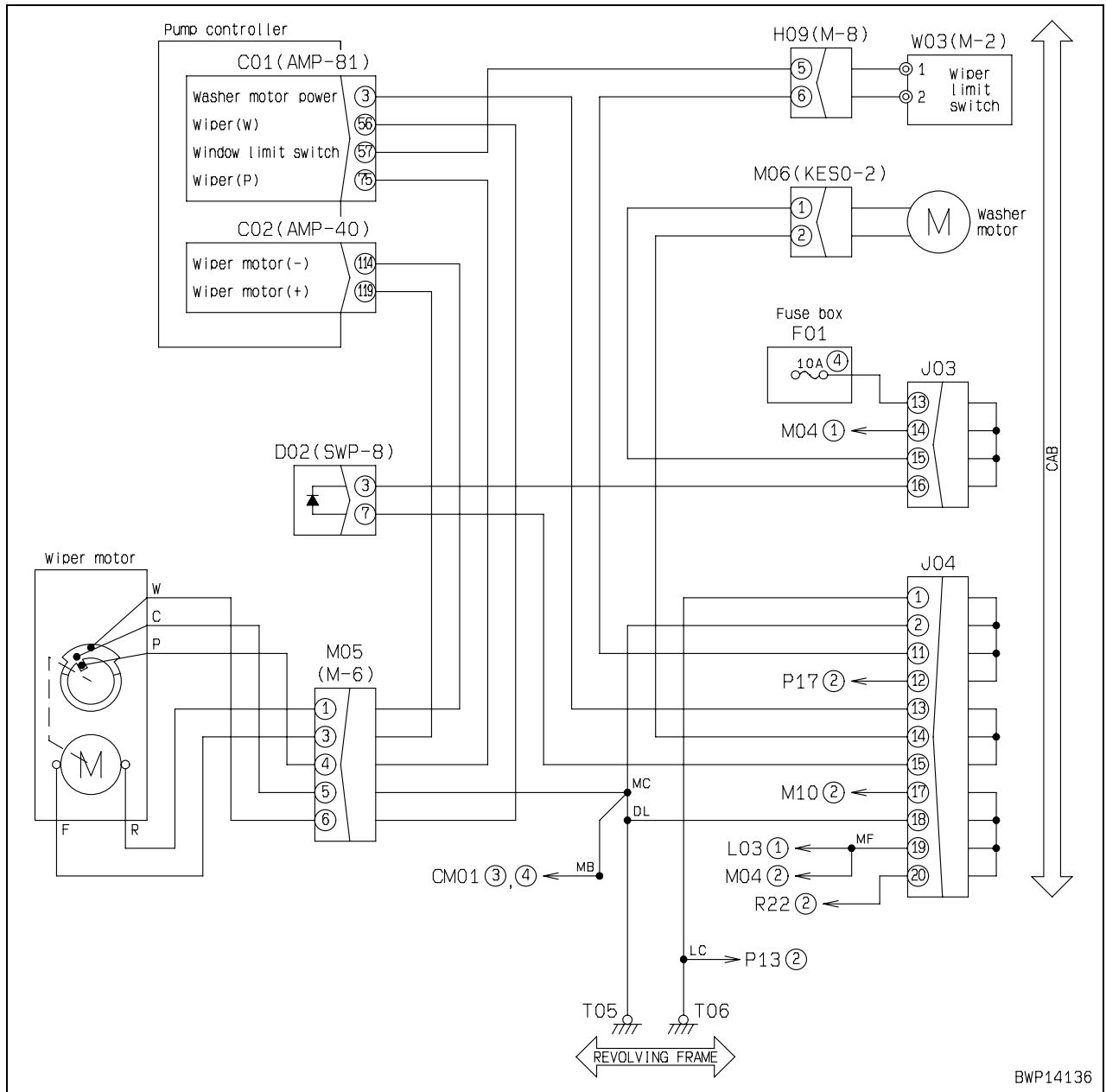
## Failure code [DY20MA] Wiper Parking Abnormality

User code	Failure code	Trouble	Wiper parking abnormality (Pump controller system)
—	<b>DY20MA</b>		
Contents of trouble	<ul style="list-style-type: none"> <li>When windshield wiper parks, P signal of storage area is not input.</li> </ul>		
Action of controller	<ul style="list-style-type: none"> <li>Turns parking output to wiper motor OFF.</li> <li>If cause of failure disappears, system resets itself.</li> </ul>		
Problem that appears on machine	<ul style="list-style-type: none"> <li>Wiper motor does not park.</li> </ul>		
Related information	<ul style="list-style-type: none"> <li>Condition of P contact signal of wiper parking area can be checked with monitoring function. (Code: 02204 switch 5)</li> <li>Method of reproducing failure code: Turn starting switch ON + Set wiper switch to INT/ON to OFF.</li> </ul>		

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting			
		1	Defective wiper motor (Internal disconnection)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.		
M05 (female)				Wiper blade	Resistance	
Between (4) – (5)				Storage area	Max. 1 Ω	
		Working area	Min. 1 MΩ			
3		Disconnection in wiring harness (Disconnection in wiring or defective contact in connector)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.			
			Wiring harness between C01 (female) (75) – M05 (male) (4)		Resistance	Max. 1 Ω
			Wiring harness between M05 (female) (5) – J04 – chassis ground (T05, T06)		Resistance	Max. 1 Ω
4		Defective pump controller	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.			
			C01 (female)	Wiper blade	Resistance	
			Between (75) – chassis ground	Storage area	Max. 1 Ω	
Working area		Min. 1 MΩ				



Circuit diagram related to windshield wiper and window washer

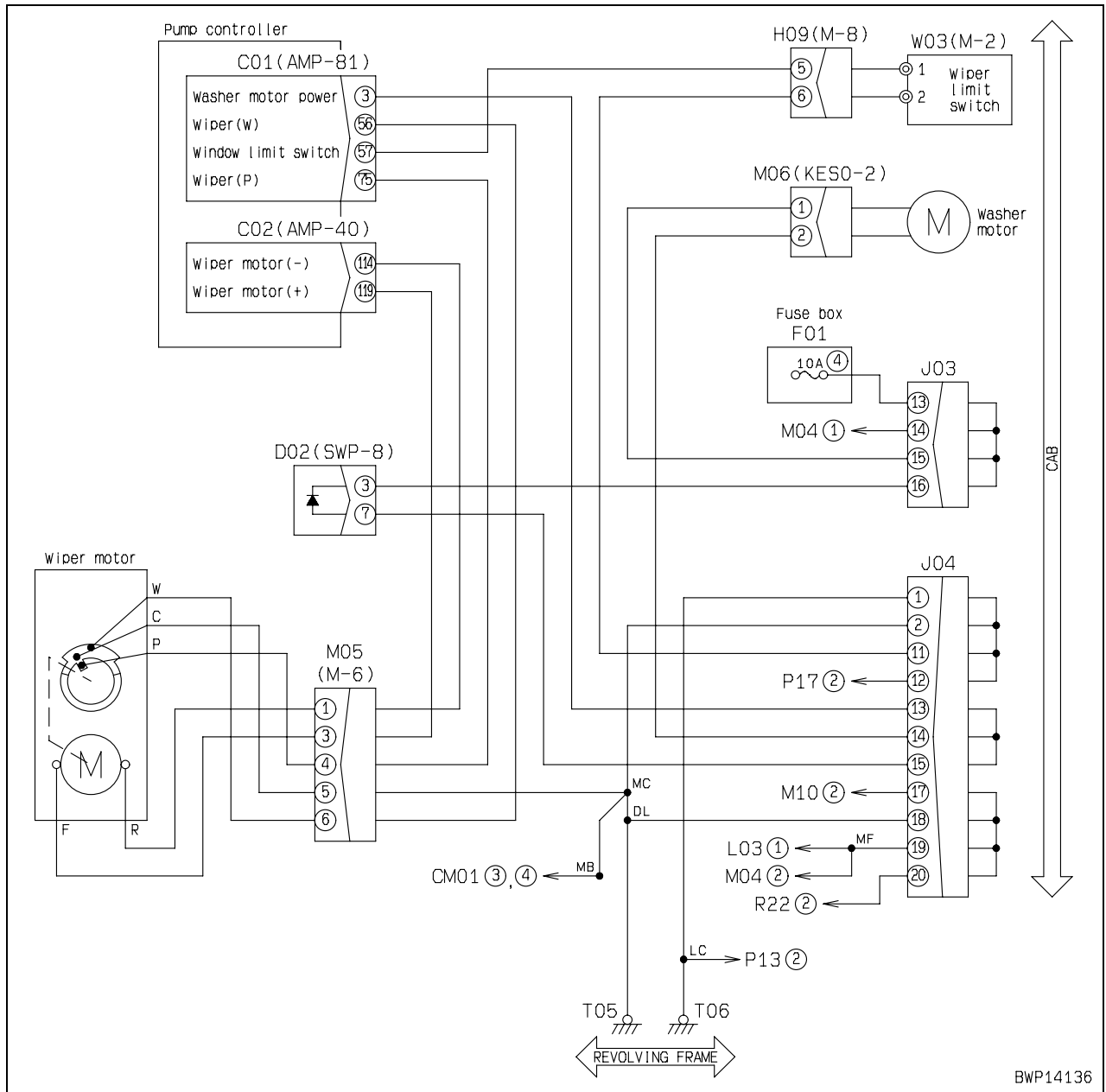


## Failure code [DY2CKA] Washer Drive Discon

User code	Failure code	Trouble	Window washer drive system disconnection (Pump controller system)
—	<b>DY2CKA</b>		
Contents of trouble	<ul style="list-style-type: none"> <li>When output to window washer drive system was turned OFF (when ground circuit was connected), disconnection was detected in circuit.</li> </ul>		
Action of controller	<ul style="list-style-type: none"> <li>None in particular (Since no current flows, washer motor does not operate).</li> <li>If cause of failure disappears, system resets itself.</li> </ul>		
Problem that appears on machine	<ul style="list-style-type: none"> <li>Window washer does not operate.</li> </ul>		
Related information	<ul style="list-style-type: none"> <li>Method of reproducing failure code: Turn starting switch ON.</li> </ul>		

	Cause		Standard value in normal state/Remarks on troubleshooting		
	Possible causes and standard value in normal state	1	Defective fuse No. 4	If fuse is broken, circuit probably has ground fault. (See cause 5.)	
2		Defective washer motor (Internal short circuit or ground fault)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.		
			M06 (male)	Resistance	
			Between (1) – (2)	5 – 20 Ω	
3		Defective assembled-type diode D02 (Internal short circuit)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.		
			D02 (female)	Continuity (Resistance)	
			Between (3) – (7)	No continuity (Min. 1 MΩ)	
4		Disconnection in wiring harness (Disconnection in wiring or defective contact in connector)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.		
			Wiring harness between F01 (4) – J03 – M06 (female) (1)	Resistance	Max. 1 Ω
			Wiring harness between C01 (female) (3) – J04 – M06 (female) (2)	Resistance	Max. 1 Ω
5		Ground fault in wiring harness (Short circuit with GND circuit)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.		
			Wiring harness between F01 (4) – J03 – M06 (female) (1), – D02 (female) (3)	Resistance	Min. 1 MΩ
			Wiring harness between C01 (female) (3) – J04 – M06 (female) (2), – D02 (female) (7)	Resistance	Min. 1 MΩ
6		Defective pump controller	★ Prepare with starting switch OFF, then turn starting switch ON and carry out troubleshooting.		
			C01 (female)	Voltage	
			Between (3) – chassis ground	20 – 30 V	

Circuit diagram related to windshield wiper and window washer

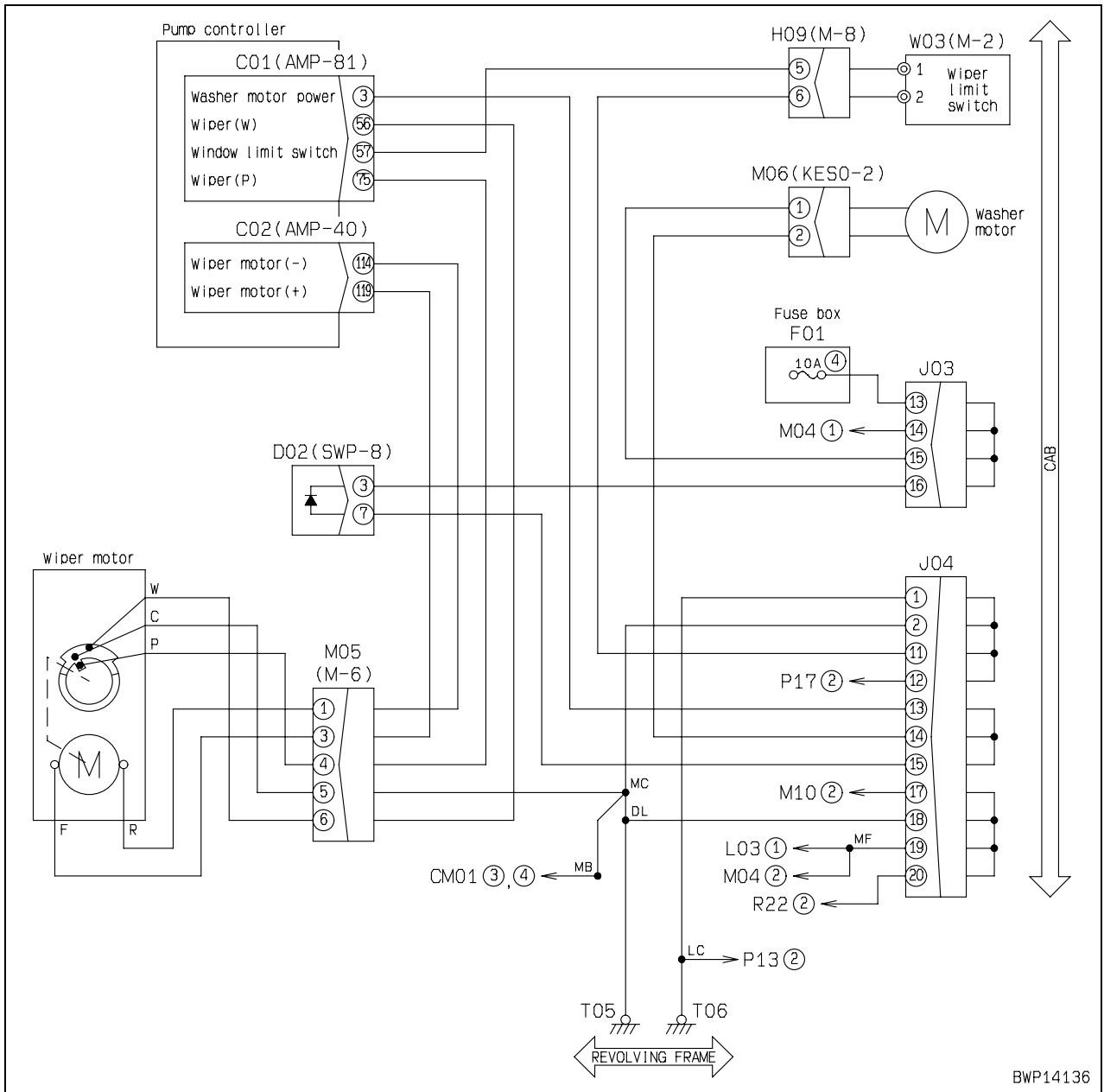


### Failure code [DY2CKB] Washer Drive Short

User code	Failure code	Trouble	Window washer drive system short (Pump controller system)
—	<b>DY2CKB</b>		
Contents of trouble	<ul style="list-style-type: none"> <li>When output to window washer drive system was turned ON (ground circuit was disconnected), short circuit was detected in circuit.</li> </ul>		
Action of controller	<ul style="list-style-type: none"> <li>Turns output to washer motor OFF.</li> <li>Even if cause of failure disappears, system does not reset itself until starting switch is turned OFF.</li> </ul>		
Problem that appears on machine	<ul style="list-style-type: none"> <li>Window washer does not operate.</li> </ul>		
Related information	<ul style="list-style-type: none"> <li>Method of reproducing failure code: Turn starting switch ON + Turn washer switch ON.</li> </ul>		

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting		
	1	Defective washer motor (Internal short circuit)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.		
M06 (male)			Resistance		
Between (1) – (2)			5 – 20 Ω		
2	Hot short (Short circuit with 24V circuit) in wiring harness	★ Prepare with starting switch OFF, then turn starting switch ON and carry out troubleshooting.			
		Wiring harness between C01 (female) (3) – J04 – M6 (female) (2), – D02 (female) (7)	Voltage	Max. 1 V	
3	Defective pump controller	If causes 1 and 2 are not detected, pump controller may be defective. (Since trouble is in system, troubleshooting cannot be carried out.)			

Circuit diagram related to windshield wiper and window washer

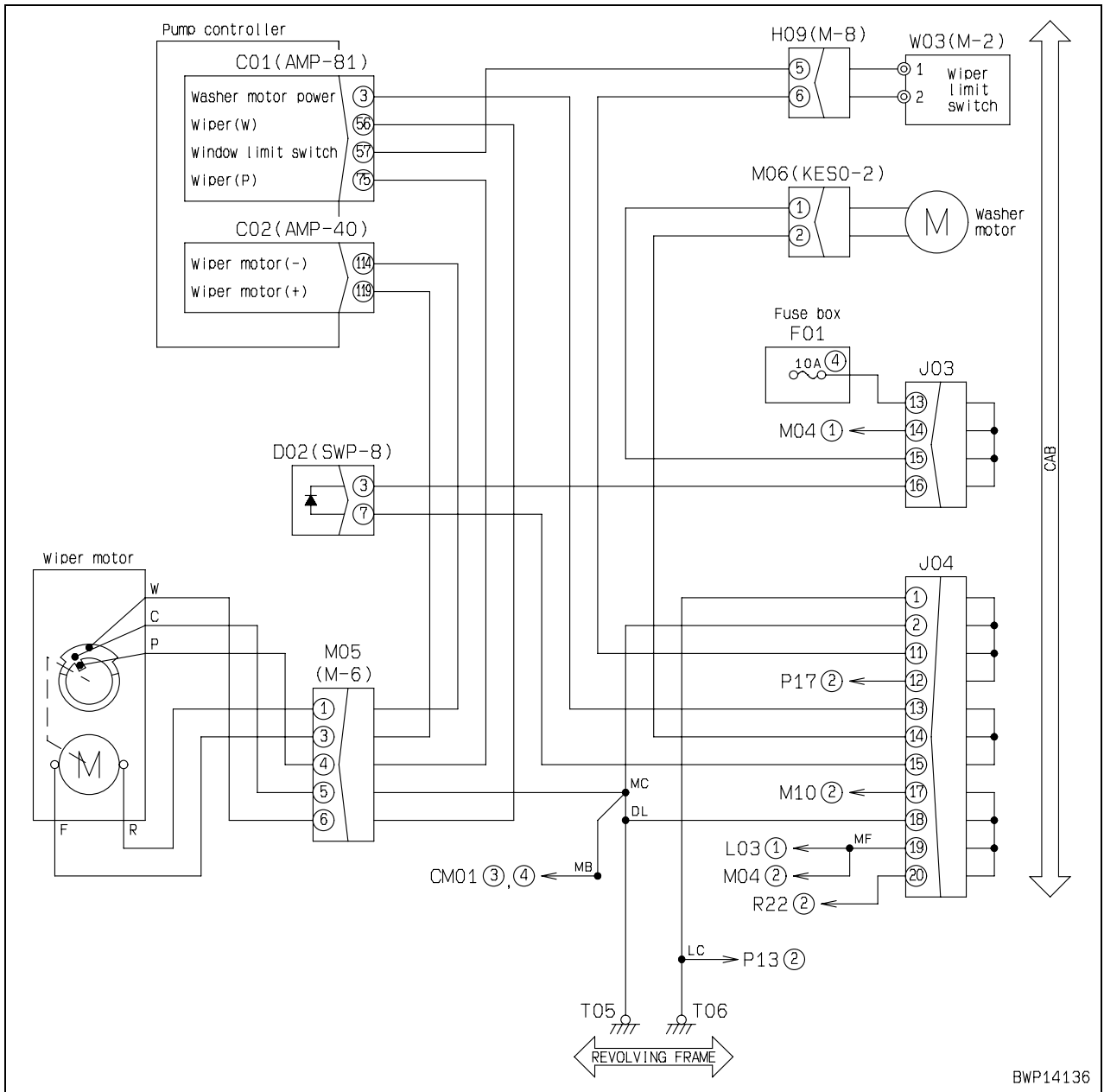


## Failure code [DY2DKB] Wiper Drive (For) Short

User code	Failure code	Trouble	Wiper motor drive forward system short (Pump controller system)
—	<b>DY2DKB</b>		
Contents of trouble	<ul style="list-style-type: none"> <li>When output to wiper motor drive forward side was turned ON, short circuit was detected in circuit.</li> </ul>		
Action of controller	<ul style="list-style-type: none"> <li>Turns output to wiper motor drive forward side OFF.</li> <li>Even if cause of failure disappears, system does not reset itself until starting switch is turned OFF.</li> </ul>		
Problem that appears on machine	<ul style="list-style-type: none"> <li>Windshield wiper does not operate.</li> </ul>		
Related information	<ul style="list-style-type: none"> <li>Method of reproducing failure code: Turn starting switch ON + Set wiper switch to INT or ON.</li> </ul>		

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting		
	1	Defective wiper motor (Internal short circuit or ground fault)		★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.	
M05 (female)				Resistance	
Between (3) – (1)				There is continuity	
Between (3) – chassis ground				Min. 1 MΩ	
3	Ground fault in wiring harness (Short circuit with GND circuit)		★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.		
			Wiring harness between C02 (female) (119) – M05 (male) (3)	Resistance	Min. 1 MΩ
4	Defective pump controller		If causes 1 and 2 are not detected, pump controller may be defective. (Since trouble is in system, troubleshooting cannot be carried out.)		

Circuit diagram related to windshield wiper and window washer



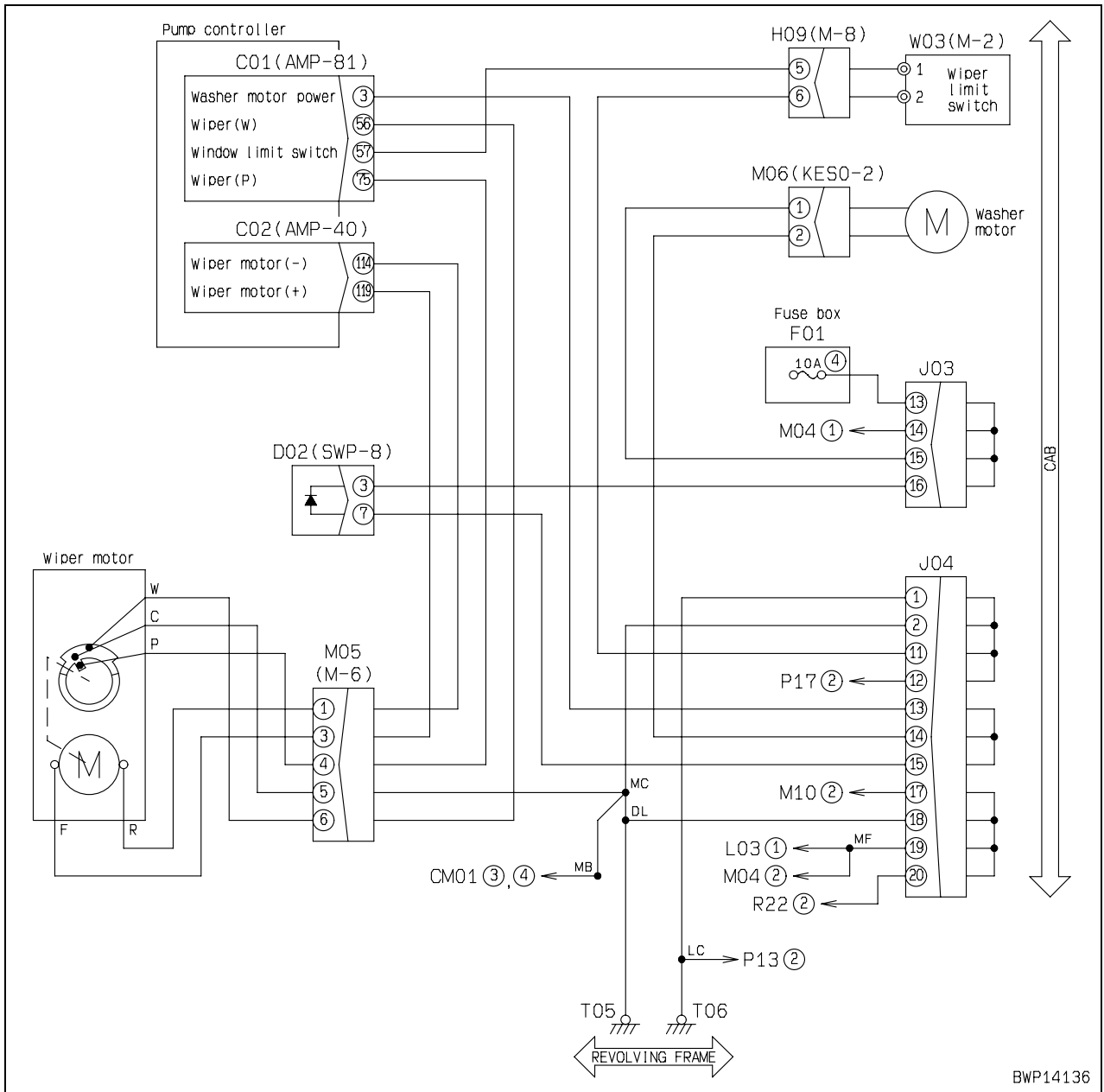
## Failure code [DY2EKB] Wiper Drive (Rev) Short

User code	Failure code	Trouble	Wiper motor drive reverse system short (Pump controller system)
—	<b>DY2EKB</b>		
Contents of trouble	<ul style="list-style-type: none"> <li>When output to wiper motor drive reverse side was turned ON, short circuit was detected in circuit.</li> </ul>		
Action of controller	<ul style="list-style-type: none"> <li>Turns output to wiper motor drive reverse side OFF.</li> <li>Even if cause of failure disappears, system does not reset itself until starting switch is turned OFF.</li> </ul>		
Problem that appears on machine	<ul style="list-style-type: none"> <li>Windshield wiper does not operate.</li> </ul>		
Related information	<ul style="list-style-type: none"> <li>Method of reproducing failure code: Turn starting switch ON + Set wiper switch to INT or ON.</li> </ul>		

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting		
	1	Defective wiper motor (Internal short circuit or ground fault)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.	M05 (female)	Continuity/Resistance
Between (1) – (3)				There is continuity	
Between (1) – chassis ground				Min. 1 MΩ	
3				Ground fault in wiring harness (Short circuit with GND circuit)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.
4	Defective pump controller	If causes 1 and 2 are not detected, pump controller may be defective. (Since trouble is in system, troubleshooting cannot be carried out.)			



Circuit diagram related to windshield wiper and window washer



BWP14136

PC290LC, 290NLC-8 Hydraulic excavator

Form No. UEN00022-00

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# HYDRAULIC EXCAVATOR

## PC290LC-8 PC290NLC-8

### Machine model      Serial number

PC290LC-8	K50001 and up
PC290NLC-8	K50001 and up

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## 40 Troubleshooting

### Troubleshooting of electrical system (E-mode)

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## Troubleshooting of electrical system (E-mode)

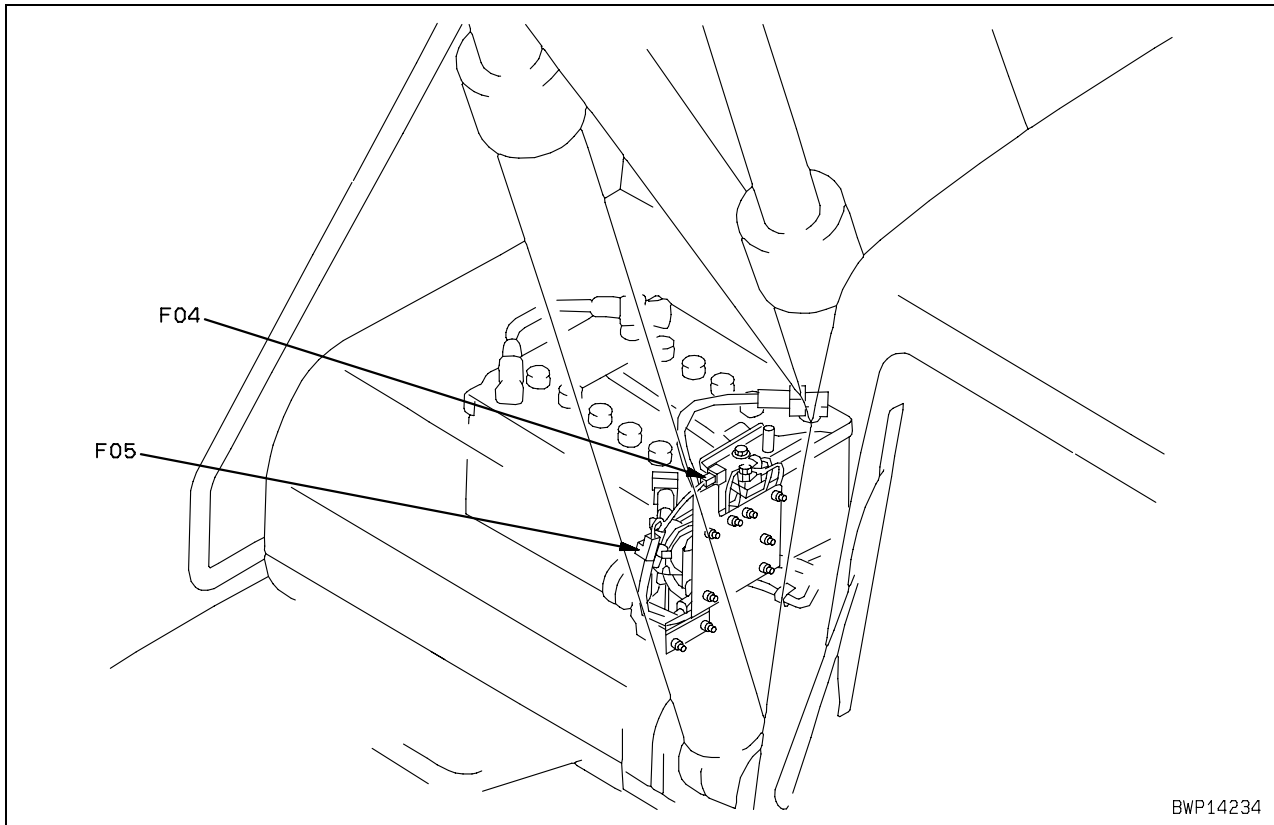
### Before carrying out troubleshooting of electrical system

#### Connection table of fuse box

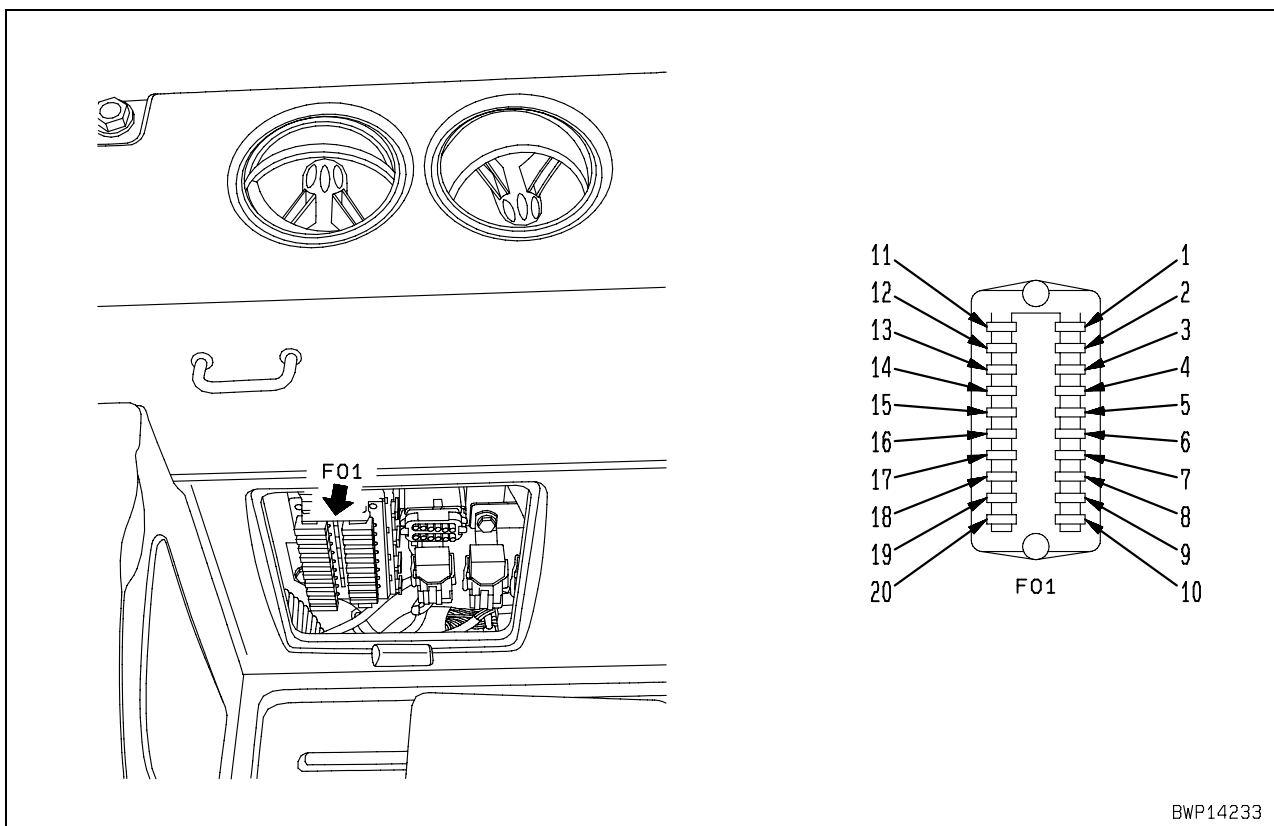
- ★ This connection table shows the devices to which each power supply of the fuse box supplies power (A switch power supply is a device which supplies power while the starting switch is in the ON position and a constant power supply is a device which supplies power while the starting switch is in the OFF and ON positions).
- ★ When carrying out troubleshooting related to the electrical system, you should check the fuses and fusible links to see if the power is supplied normally.

Type of power supply	Fusible link	Fuse No.	Fuse capacity	Destination of power
Switch power supply	F04 (65 A)	1	10 A	Lamp relay
				PC-EPC (F) solenoid valve, PC-EPC (R) solenoid valve [When pump drive switch is operated in emergency]
				Swing holding brake solenoid valve [When swing holding brake release switch is operated]
		2	30 A	Pump controller (Solenoid power supply)
		3	10 A	PPC oil pressure lock solenoid valve
				Starting motor cut-out relay (PPC lock) Starting motor cut-out relay (Personal code)
		4	10 A	Cigarette lighter
Windshield washer motor				
5	10 A	Horn relay, horn		
Switch power supply	F04 (65 A)	6	10 A	Lower wiper
		7	10 A	Beacon
		8	25 A	Working lamp (Front and boom)
		9	10 A	Radio, speaker
				Left knob switch (pump controller input)
10	10 A	Refuel pump		
Switch power supply	F04 (65 A)	11	20 A	Air conditioner unit
				Air conditioner compressor electromagnetic clutch
		12	20 A	Cab lamp (rear), rear worklamp lamp relay
		13	20 A	Cab lamp (headlamp)
		14	10 A	Optional power supply (1)
15	20 A	Travel alarm, heated seat, 12v power port		
		Optional power supply (2)		
Constant power supply	F05 (30 A)	16	10 A	Radio (backup power supply)
				Room lamp
		17	20 A	Starting switch
				Machine monitor Pump controller
		18	10 A	(Spare)
19	30 A	Engine controller		
Switch power supply	Starting switch ACC	20	5 A	Engine controller (ACC signal)

Locations of fusible links



Location of fuse box and fuse Nos.



### Information in troubleshooting table

★ The following information is summarized in the troubleshooting table and the related electrical circuit diagram. Before carrying out troubleshooting, understand that information fully.

Trouble	<b>Trouble which occurred in the machine</b>
Related information	<b>Information related to detected trouble or troubleshooting</b>

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting
		1	Possible causes of trouble (Given numbers are reference numbers, which do not indicate priority)
	2		
	3		
	4		

### Related circuit diagram

This drawing is a part of the circuit diagram related to troubleshooting.

- Connector No.: Indicates (Model – Number of pins) and (Color).
- “Connector No. and pin No.” from each branching/merging point: Shows the ends of branch or source of merging within the parts of the same wiring harness.
- Arrow (↔): Roughly shows the location on the machine.

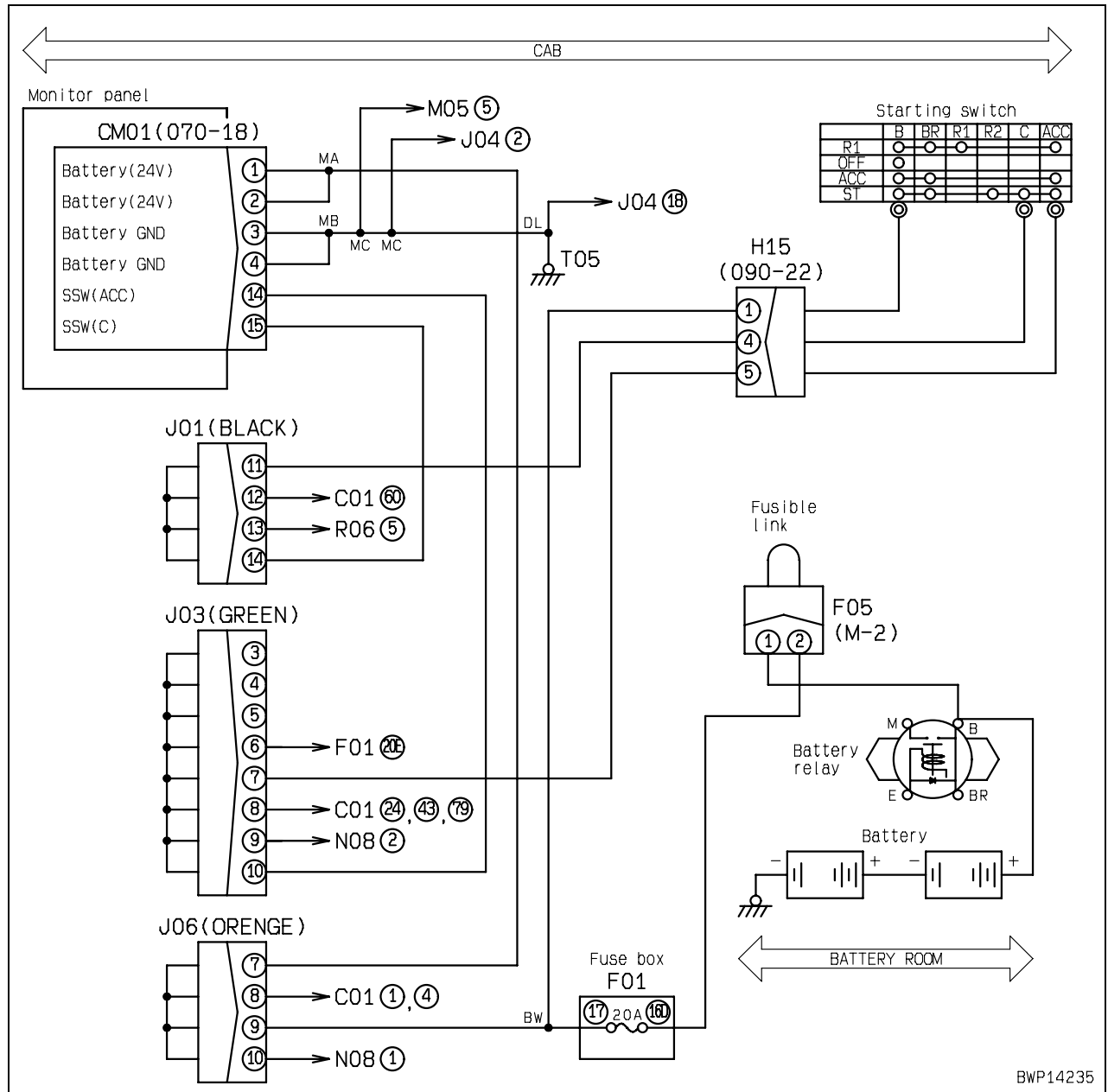
### E-1 When starting switch turned ON, machine monitor displays nothing

Trouble	<ul style="list-style-type: none"> <li>When starting switch turned ON, machine monitor displays nothing.</li> </ul>
Related information	<ul style="list-style-type: none"> <li>When starting switch is turned ON, machine monitor displays KOMATSU logo, screen to input password (if set), screen to check breaker mode (if set), screen of check before starting, screen to check working mode and travel speed, and ordinary screen in order.</li> <li>When the engine is started, the battery voltage may lower suddenly, depending on the ambient temperature and the condition of the battery.</li> </ul>

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting			
		1	Low charge level of battery	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.		
Battery voltage (2 pieces)				Electrolyte specific gravity (1 piece)		
Min. 24 V				Min. 1.26		
2		Defective fusible link F05 or fuse No. 20	If fusible link or fuse is broken, circuit probably has ground fault. (See Cause 5.)			
3		Wrong connection of connector	Machine monitor connector may be connected wrongly. Check it directly. (Check mounting bracket plate with connector.)			
4		Disconnection in wiring harness (Disconnection in wiring or defective contact in connector)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.			
			Wiring harness between battery (-) – chassis ground	Resistance	Max. 1 Ω	
			Wiring harness between battery (+) – R04 – F05 (male) (1)	Resistance	Max. 1 Ω	
			Wiring harness between F05 (male) (2) – F01-16D	Resistance	Max. 1 Ω	
			Wiring harness between F01-17 – J06 – CM01 (female) (1), (2)	Resistance	Max. 1 Ω	
			Wiring harness between CM01 (female) (3), (4) – chassis ground (T05)	Resistance	Max. 1 Ω	
			Wiring harness between F01-17 – H15 (female) (1)	Resistance	Max. 1 Ω	
			Wiring harness between H15 (female) (5) – J03 – CM01 (female) (14)	Resistance	Max. 1 Ω	
5		Ground fault in wiring harness (Short circuit with GND circuit)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.			
			Wiring harness between battery (+) – R04 – F05 (male) (1)	Resistance	Min. 1 MΩ	
			Wiring harness between F05 (male) (2) – F01-16D	Resistance	Min. 1 MΩ	
			Wiring harness between F01-17 – J06 – CM01 (female) (1), (2)	Resistance	Min. 1 MΩ	
			Wiring harness between F01-17 – H15 (female) (1)	Resistance	Min. 1 MΩ	
			Wiring harness between H15 (female) (5) – J03 – CM01 (female) (14)	Resistance	Min. 1 MΩ	
6		Defective machine monitor	★ Prepare with starting switch OFF, then hold starting switch OFF and ON and carry out troubleshooting in each case.			
			CM01	Starting switch	Voltage	
	Between (1), (2) – (3), (4)		OFF	20 – 30 V		
	Between (14) – (3), (4)		ON	20 – 30 V		



Circuit diagram related to machine monitor power supply



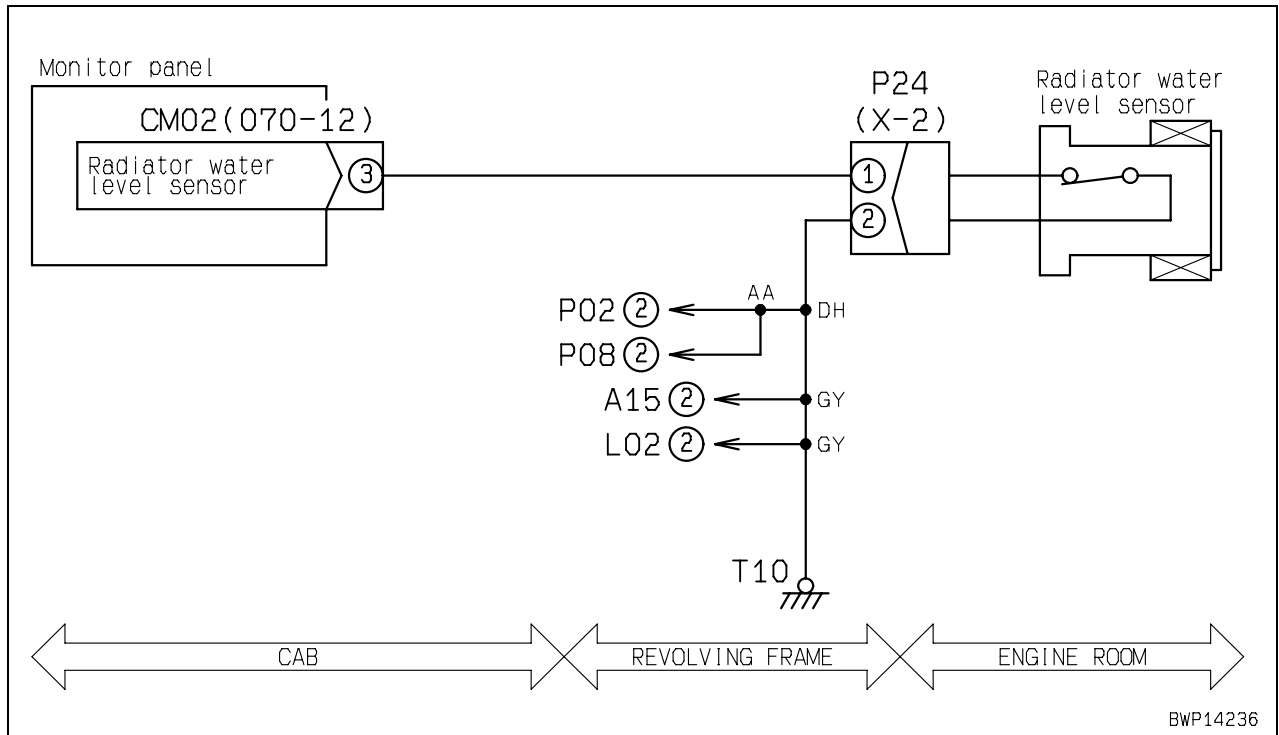
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### E-2 When starting switch turned ON (before starting engine), basic check item lights up

Trouble	(1) Radiator coolant level monitor lights up red.
Related information	<ul style="list-style-type: none"> <li>Although radiator coolant level monitor is basic check item, it is also checked while engine is running. (If monitor lights up red while engine is running, carry out this troubleshooting, too.)</li> <li>Condition of radiator coolant level switch signal can be checked with monitoring function. (Code: 04500 Monitor input 1)</li> </ul>

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting				
	Possible causes and standard value in normal state	1	Lowering of radiator coolant level (When system is normal)	Coolant level in radiator sub tank may be low. Check it and add coolant if necessary.			
2		Defective radiator coolant level switch (Internal disconnection)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.				
			P24 (male)	Sub tank coolant level	Resistance		
			Between (1) – (2)	Between FULL – LOW		Max. 1 Ω	
				Below LOW		Min. 1 MΩ	
3		Disconnection in wiring harness (Disconnection in wiring or defective contact in connector)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.				
			Wiring harness between CM02 (female) (3) – P24 (female) (1)		Resistance	Max. 1 Ω	
			Wiring harness between P24 (female) (2) – chassis ground (T10)		Resistance	Max. 1 Ω	
4		Defective machine monitor	★ Prepare with starting switch OFF, then turn starting switch ON and carry out troubleshooting.				
			CM02	Sub tank coolant level	Voltage		
			Between (3) – chassis ground	Between FULL – LOW		Max. 1 V	
				Below LOW		20 – 30 V	

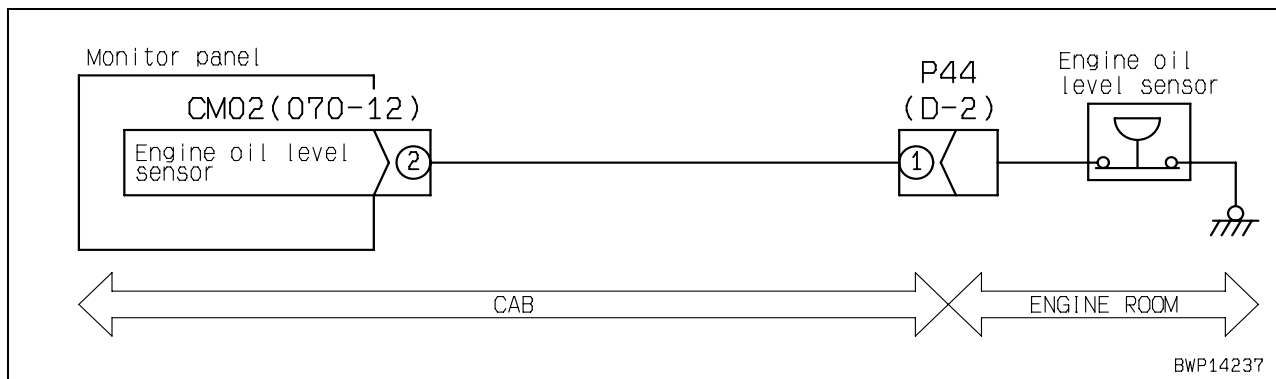
Circuit diagram related to radiator coolant level switch



Trouble	(2) Engine oil level monitor lights up red.
Related information	<ul style="list-style-type: none"> <li>Condition of engine oil level switch signal can be checked with monitoring function. (Code: 04501 Monitor input 2)</li> </ul>

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting		
	1	Lowering of engine oil level (When system is normal)	Engine oil level may be low. Check it and add oil if necessary.		
2	Defective engine oil level switch (Internal disconnection)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.			
		P44 (male)	Engine oil level	Resistance	
3	Disconnection in wiring harness (Disconnection in wiring or defective contact in connector)	Between (1) – chassis ground		Between H – L	Max. 1 Ω
				Below L	Min. 1 MΩ
4	Defective machine monitor	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.			
		Wiring harness between CM02 (female) (2) – P44 (female) (1)	Resistance	Max. 1 Ω	
4	Defective machine monitor	CM02	Engine oil level	Voltage	
		Between (2) – chassis ground	Between H – L	Max. 1 V	
			Below L	20 – 30 V	

**Circuit diagram related to engine oil level switch**



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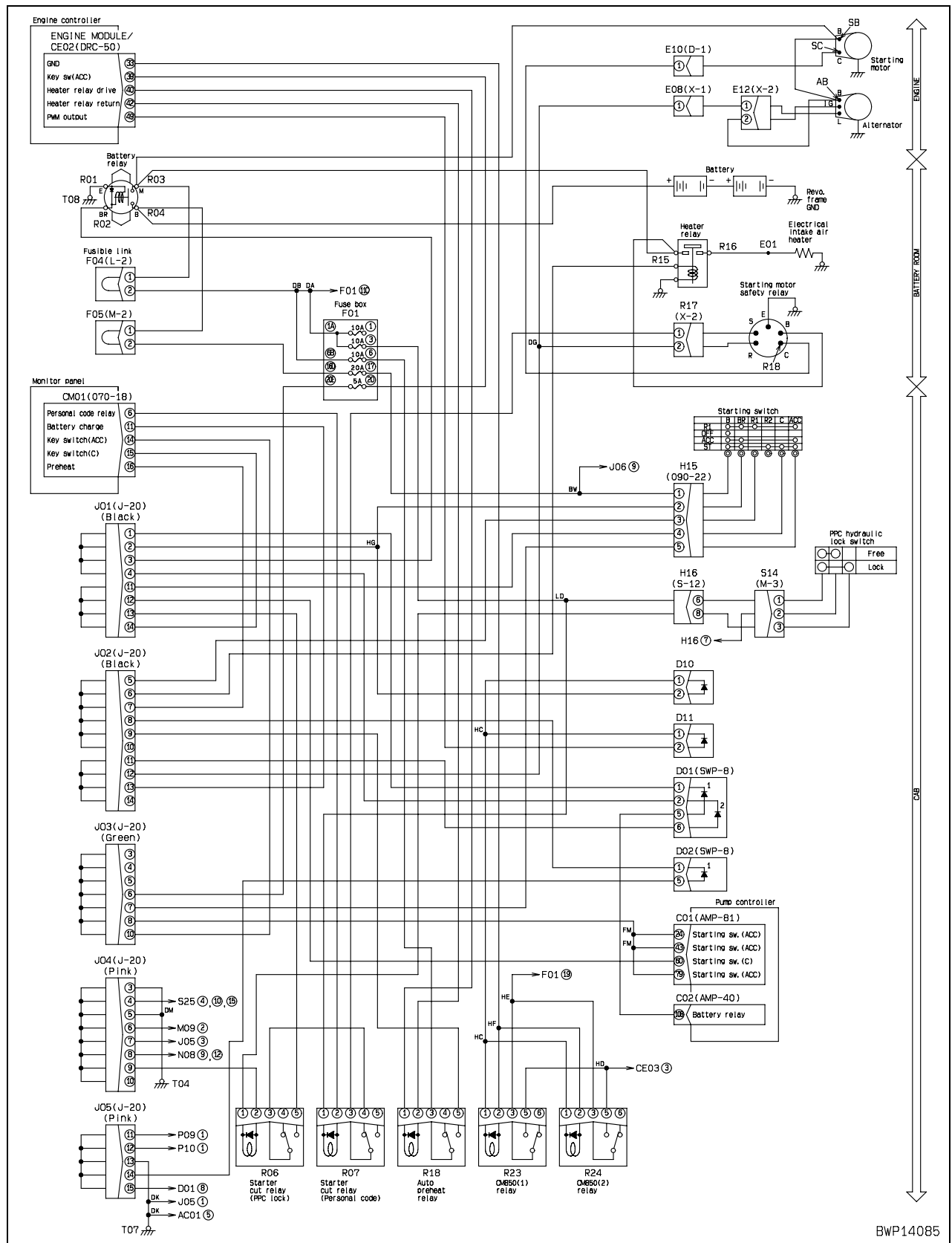
### E-3 Engine does not start (Engine does not turn)

Trouble	<ul style="list-style-type: none"> <li>Engine does not start (Engine does not turn).</li> </ul>
Related information	<ul style="list-style-type: none"> <li>Engine starting circuit has following 2 start lock mechanisms.                             <ol style="list-style-type: none"> <li>Start lock with password of machine monitor</li> <li>Start lock with lock lever</li> </ol> </li> </ul>

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting		
	Possible causes and standard value in normal state	1	Low charge level of battery	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.	
Battery voltage (2 pieces)				Electrolyte specific gravity (1 piece)	
Min. 24 V				Min. 1.26	
2		Defective fuse No. 3	If fuse is broken, circuit probably has ground fault. (See cause 10.)		
3		Defective starting switch (Internal disconnection)	★ Prepare with starting switch OFF, then keep starting switch OFF and turn it to START and carry out troubleshooting in each case.		
			H15 (male)	Starting switch	Resistance
			Between (1) – (4)	OFF	Min. 1 MΩ
START		Max. 1 Ω			
4		Defective lock lever switch (Internal disconnection)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.		
			S14 (female)	Lock lever	Resistance
			Between (1) – (3)	Free	Min. 1 MΩ
Lock		Max. 1 Ω			
5		Defective starting motor cut-out relay R06 or R07 (Internal disconnection or short circuit)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.		
			R06 (male), R07 (male)		Resistance
			Between (1) – (2)		300 – 600 Ω
			Between (3) – (4)		Max. 1 Ω
			Between (3) – (5)		Min. 1 MΩ
6		Defective starting motor safety relay (Internal defect)	★ Prepare with starting switch OFF (with only terminal C disconnected), then turn starting switch to START and carry out troubleshooting.		
	Safety relay terminal		Voltage		
	Between B – E		Power supply	20 – 30 V	
	Between R (R17-2) – E		Generation input	Max. 1 V	
	Between S (R17-1) – E		Starting input	20 – 30 V	
	Between C (R18) – E		Starting output	20 – 30 V	
	If power supply, generation input, and starting input are normal but starting output is not normal, starting motor safety relay is defective.				

		Cause	Standard value in normal state/Remarks on troubleshooting			
Possible causes and standard value in normal state	7	Defective starting motor (Internal defect)	★ Prepare with starting switch OFF, then turn starting switch to START and carry out troubleshooting.			
			Starting motor terminals		Voltage	
			Between B (SB) – chassis ground	Power supply	20 – 30 V	
			Between C (SC) – chassis ground	Starting input	20 – 30 V	
			If power supply and starting input are normal but starting motor does not turn, starting motor is defective.			
	8	Defective alternator (Internal short circuit)	★ Prepare with starting switch OFF, then turn starting switch ON and carry out troubleshooting.			
			Alternator		Voltage	
			Between L – chassis ground	Generation output	Max. 1 V	
	9	Disconnection in wiring harness (Disconnection in wiring or defective contact in connector)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.			
			Wiring harness between H15 (female) (4) – J01 – R06 (female) (5)	Resistance	Max. 1 Ω	
			Wiring harness between R06 (female) (3) – R07 (female) (4)	Resistance	Max. 1 Ω	
			Wiring harness between R07 (female) (3) – R17 (female) (1)	Resistance	Max. 1 Ω	
			Wiring harness between starting motor safety relay B – heater relay – battery relay B	Resistance	Max. 1 Ω	
			Wiring harness between starting motor safety relay E – chassis ground	Resistance	Max. 1 Ω	
			Wiring harness between starting motor safety relay C – starting motor C (SC)	Resistance	Max. 1 Ω	
			Wiring harness between F01-3 – S14 (male) (1)	Resistance	Max. 1 Ω	
			Wiring harness between S14 (male) (3) – R06 (female) (1)	Resistance	Max. 1 Ω	
			Wiring harness between R06 (female) (2) – J04 – chassis ground (T04)	Resistance	Max. 1 Ω	
	10	Ground fault in wiring harness (Short circuit with GND circuit)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.			
			Wiring harness between H15 (female) (4) – J01 – R06 (female) (5), – circuit branch end	Resistance	Min. 1 MΩ	
Wiring harness between R06 (female) (3) – R07 (female) (4)			Resistance	Min. 1 MΩ		
Wiring harness between R07 (female) (3) – R17 (female) (1)			Resistance	Min. 1 MΩ		
Wiring harness between starting motor safety relay B – heater relay – battery relay B			Resistance	Min. 1 MΩ		
Wiring harness between starting motor safety relay C – starting motor C (SC)			Resistance	Min. 1 MΩ		
Wiring harness between F01-3 – S14 (male) (1)			Resistance	Min. 1 MΩ		
Wiring harness between S14 (male) (3) – R06 (female) (1)			Resistance	Min. 1 MΩ		
11	Hot short (Short circuit with 24V circuit) in wiring harness	★ Prepare with starting switch OFF, then turn starting switch ON and carry out troubleshooting.				
		Wiring harness between R17 (female) (2) – alternator L, – circuit branch end	Voltage	Max. 1 V		

Circuit diagram related to preheating/starting of engine and charge of battery



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### E-4 Preheater does not operate

Trouble	(1) When starting switch is turned to HEAT position, preheating monitor does not light up or flash.
Related information	<ul style="list-style-type: none"> <li>Preheater monitor lights up when starting switch is turned to HEAT and starts flashing about 30 seconds after to notify completion of preheating (It stops flashing about 10 seconds after).</li> <li>If engine coolant temperature is below 20°C, automatic warm-up system operates and preheating monitor lights up for up to 30 seconds.</li> <li>Condition of starting switch (preheating) signal can be checked with the monitoring function. (Code: 04500 Monitor input 1)</li> </ul>

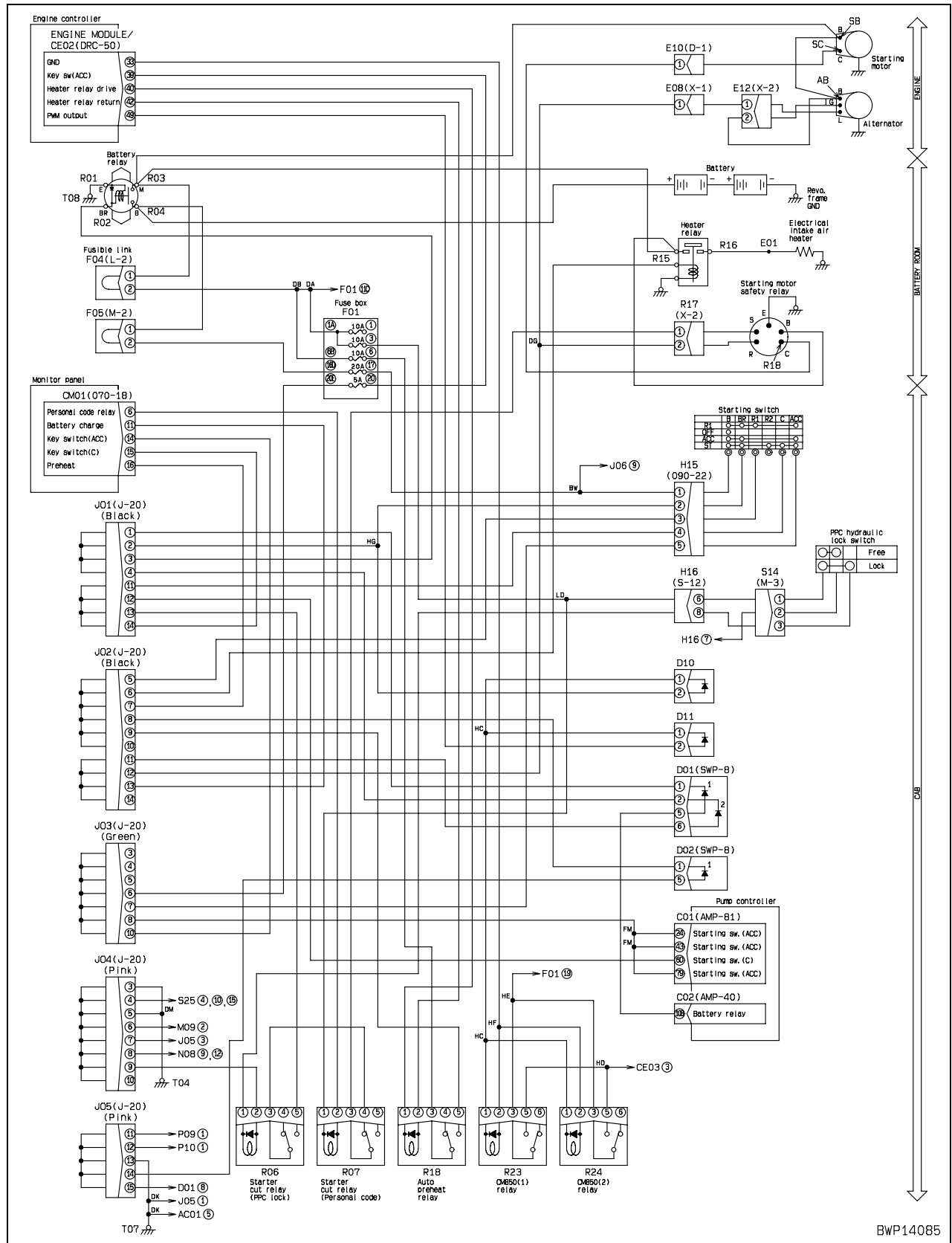
Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting		
	Possible causes and standard value in normal state	1	Defective starting switch (Internal disconnection)	★ Prepare with starting switch OFF, then keep starting switch OFF and turn it to HEAT and carry out troubleshooting in each case.	
H15 (male)				Starting switch	Resistance
Between (1) – (3)				OFF	Min. 1 MΩ
				HEAT	Max. 1 Ω
2		Disconnection in wiring harness (Disconnection in wiring or defective contact in connector)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.		
			Wiring harness between CM01 (female) (16) – J02 – H15 (female) (3)	Resistance	Max. 1 Ω
3		Defective machine monitor	★ Prepare with starting switch OFF, then keep starting switch OFF and turn it to HEAT and carry out troubleshooting in each case.		
			CE02	Starting switch	Voltage
			Between (16) – chassis ground	OFF	Max. 1 V
		HEAT	20 – 30 V		

Trouble	(2) When starting switch is turned to HEAT position, intake air heater mounting part does not become warm.
Related information	<ul style="list-style-type: none"> <li>Check that engine can be turned with starting motor (If engine cannot be turned, carry out troubleshooting for E-1 Engine does not start (Engine does not turn)).</li> </ul>

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting		
	Possible causes and standard value in normal state	1	Defective heater relay (Internal disconnection)	★ Prepare with starting switch OFF (with wiring harness connected), then keep starting switch OFF and turn it to HEAT and carry out troubleshooting in each case.	
Heater relay				Starting switch	Continuity/Resistance
Between R15 – chassis ground				OFF	There is continuity
			Between power supply terminal – R16	HEAT	Max. 1 Ω
2		Defective intake air heater (Internal disconnection)	★ Prepare with starting switch OFF (with wiring harness connected), then turn starting switch to HEAT and carry out troubleshooting in each case.		
			E01	Starting switch	Voltage
			Between terminal – chassis ground	HEAT	20 – 30 V
			If voltage is normal but heater mounting part does not become warm, intake air heater is defective.		
3		Disconnection in wiring harness (Disconnection in wiring or defective contact in connector)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.		
			Wiring harness between H15 (female) (3) – J02 – heater relay R15	Resistance	Max. 1 Ω
	Wiring harness between battery relay R03 – heater relay contact terminal		Resistance	Max. 1 Ω	
		Wiring harness between heater relay R16 – intake air heater E01	Resistance	Max. 1 Ω	



Circuit diagram related to preheating/starting of engine and charge of battery

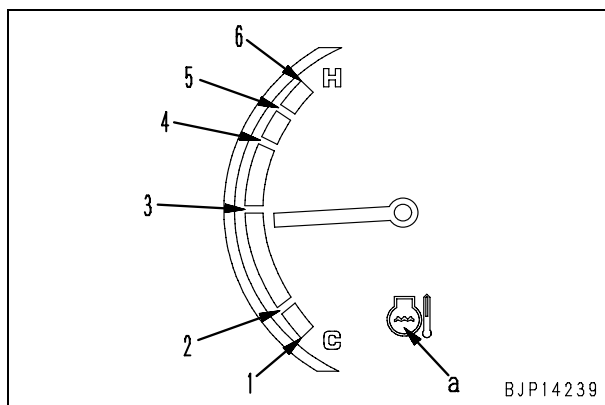


### E-5 Automatic warm-up system does not operate (in cold season)

Trouble	<ul style="list-style-type: none"> <li>Automatic warm-up system does not operate (in cold season).</li> </ul>
Related information	<ul style="list-style-type: none"> <li>When engine coolant temperature is below 30°C automatic warm-up system raises engine speed to 1,200 rpm.</li> <li>If fuel control dial is opened more than 70% for 3 seconds when starting switch is turned ON or after engine is started, automatic warm-up system is turned OFF. (Automatic warm-up system stops automatically after operating for 10 minutes.)</li> <li>If engine coolant temperature is below 10°C turbocharger protection function operates to keep the engine speed at low idle.</li> </ul>

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting		
	1	Defective engine coolant temperature signal system	★ Turn starting switch ON or start engine and carry out troubleshooting.		
Monitoring code			Engine coolant temperature	Coolant temperature level	
04107 Engine coolant temperature			105°C	6 (a: Red)	
			102°C	5 (a: Red)	
			100°C	4 (a: Blue)	
			85°C	3 (a: Blue)	
			60°C	2 (a: Blue)	
30°C	1 (a: White)				
If level of coolant temperature gauge is different from actual coolant temperature, carry out troubleshooting for E-9 Engine coolant temperature gauge does not indicate normally.					
2	Defective engine controller	If cause 1 is not detected, engine controller may be defective. (Since trouble is in system, troubleshooting cannot be carried out.)			

#### Engine coolant temperature gauge and engine coolant temperature monitor





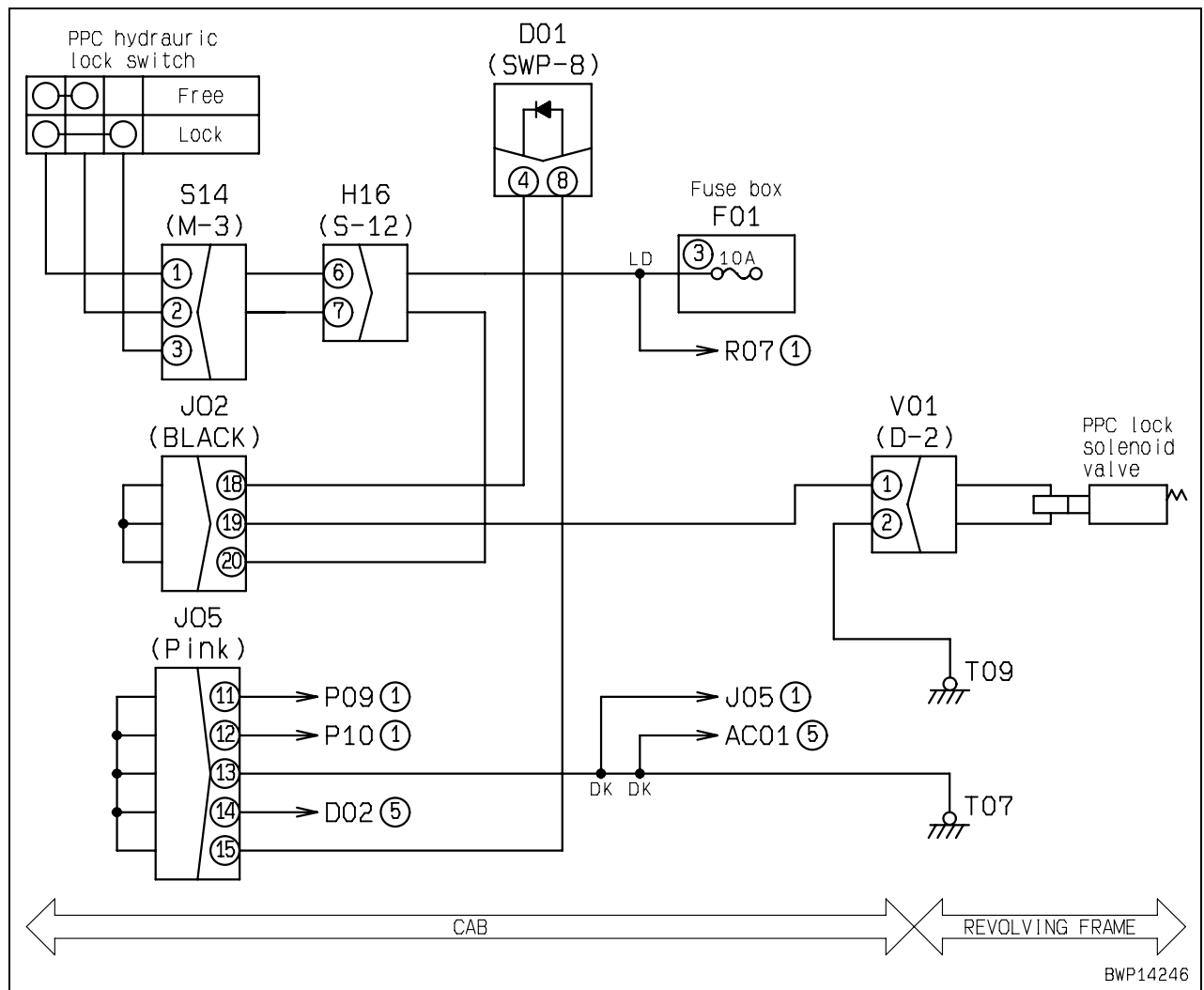
### E-6 All work equipment, swing, and travel mechanism do not move or cannot be locked

Trouble	(1) All work equipment, swing, and travel mechanism do not move.
Related information	

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting		
	1	Defective fuse No. 3	If fuse is broken, circuit probably has ground fault. (See cause 6.)		
2	Defective lock lever switch (Internal disconnection)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.			
		S14 (female)	Lock lever	Resistance	
		Between (1) – (2)	Lock	Min. 1 MΩ	
Free	Max. 1 Ω				
3	Defective PPC lock solenoid (Internal disconnection or short circuit)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.			
		V01 (male)		Resistance	
		Between (1) – (2)		20 – 60 Ω	
		Between (1) – chassis ground		Min. 1 MΩ	
4	Defective assembled-type diode D01 (Internal short circuit)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.			
		D01 (male)		Resistance (Continuity)	
		Between (4) – (8)		Min. 1 MΩ (No continuity)	
5	Disconnection in wiring harness (Disconnection in wiring or defective contact in connector)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.			
		Wiring harness between F01-3 – S14 (male) (1)		Resistance	Max. 1 Ω
		Wiring harness between S14 (male) (2) – V01 (female) (1)		Resistance	Max. 1 Ω
		Wiring harness between V01 (female) (2) – chassis ground (T09)		Resistance	Max. 1 Ω
6	Ground fault in wiring harness (Short circuit with GND circuit)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.			
		Wiring harness between F01-3 – S14 (male) (1), – circuit branch end		Resistance	Min. 1 MΩ
		Wiring harness between S14 (male) (2) – V01 (female) (1), – D01 (female) (4)		Resistance	Min. 1 MΩ

Trouble	(2) All work equipment, swing, and travel mechanism cannot be locked.				
Related information					
Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting		
	1	Defective lock lever switch (Internal short circuit)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.		
			S14 (female)	Lock lever	Resistance
			Between (1) – (2)	Lock	Min. 1 MΩ
			Free	Max. 1 Ω	
2	Hot short (Short circuit with 24V circuit) in wiring harness	★ Prepare with starting switch OFF, then turn starting switch ON and carry out troubleshooting.			
		Wiring harness between S14 (male) (2) – V01 (female) (1), – D01 (female) (4)	Voltage	Max. 1 V	

Circuit diagram related to PPC lock solenoid

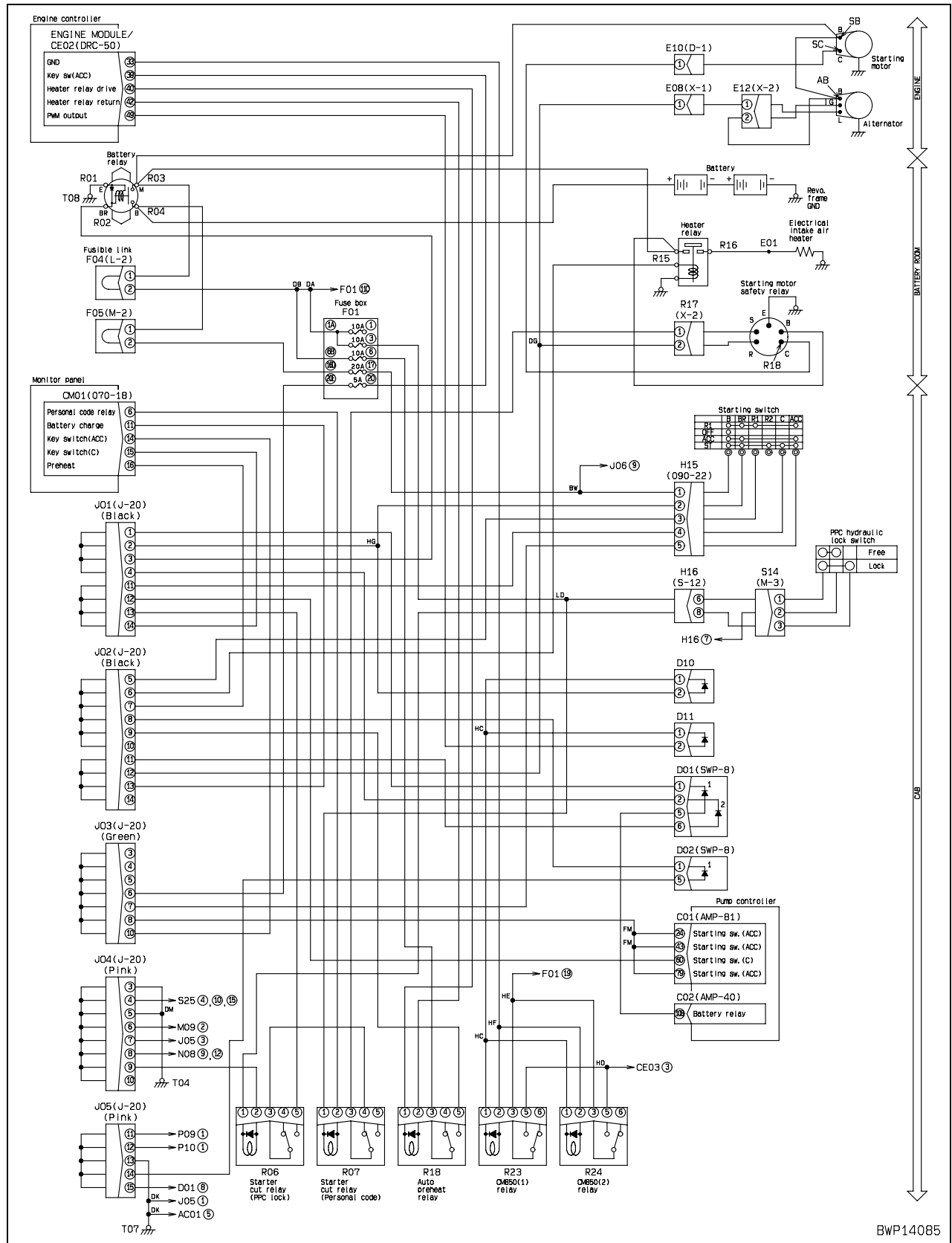


### E-7 Precaution lights up while engine is running

Trouble	(1) Charge level monitor lights up red.
Related information	<ul style="list-style-type: none"> <li>Signal voltage of alternator can be checked with monitoring function. (Code: 04300 Charge voltage)</li> </ul>

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting		
		1	Defective generation by alternator (when system is normal)	★ Prepare with starting switch OFF, then start engine and carry out troubleshooting.	
E12 (male)				Engine speed	Voltage
Between (1) – chassis ground				Middle or higher	27.5 – 29.5 V
2		Disconnection in wiring harness (Disconnection in wiring or defective contact in connector)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.		
			Wiring harness between CM01 (female) (11) – J02 – E12 (female) (1)	Resistance	Max. 1 Ω
3		Ground fault in wiring harness (Short circuit with GND circuit)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.		
			Wiring harness between CM01 (female) (11) – J02 – E12 (female) (1), – circuit branch end	Resistance	Min. 1 MΩ
4		Defective machine monitor	★ Prepare with starting switch OFF, then start engine and carry out troubleshooting.		
			CM02	Engine	Voltage
			Between (11) – chassis ground	Running	Min. 7.8 V

Circuit diagram related to preheating/starting of engine and charge of battery



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Trouble	(2) Fuel level monitor lights up red.
Related information	<ul style="list-style-type: none"> <li>Signal voltage of fuel sensor can be checked with monitoring function. (Code: 04200 Fuel sensor voltage)</li> </ul>

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting
	1	Low fuel level (when system is normal)	Fuel level may be low (below about 41 ℓ). Check it and add fuel if necessary.
2	Defective fuel level gauge system	If cause 1 is not detected, fuel level gauge system may be defective. Carry out troubleshooting for E-11 Fuel level gauge does not indicate normally.	

Trouble	(3) Air cleaner clogging monitor lights up red.
Related information	<ul style="list-style-type: none"> <li>Condition of signal of air cleaner clogging switch can be checked with monitoring function. (Code: 04501 Monitor input 2)</li> </ul>

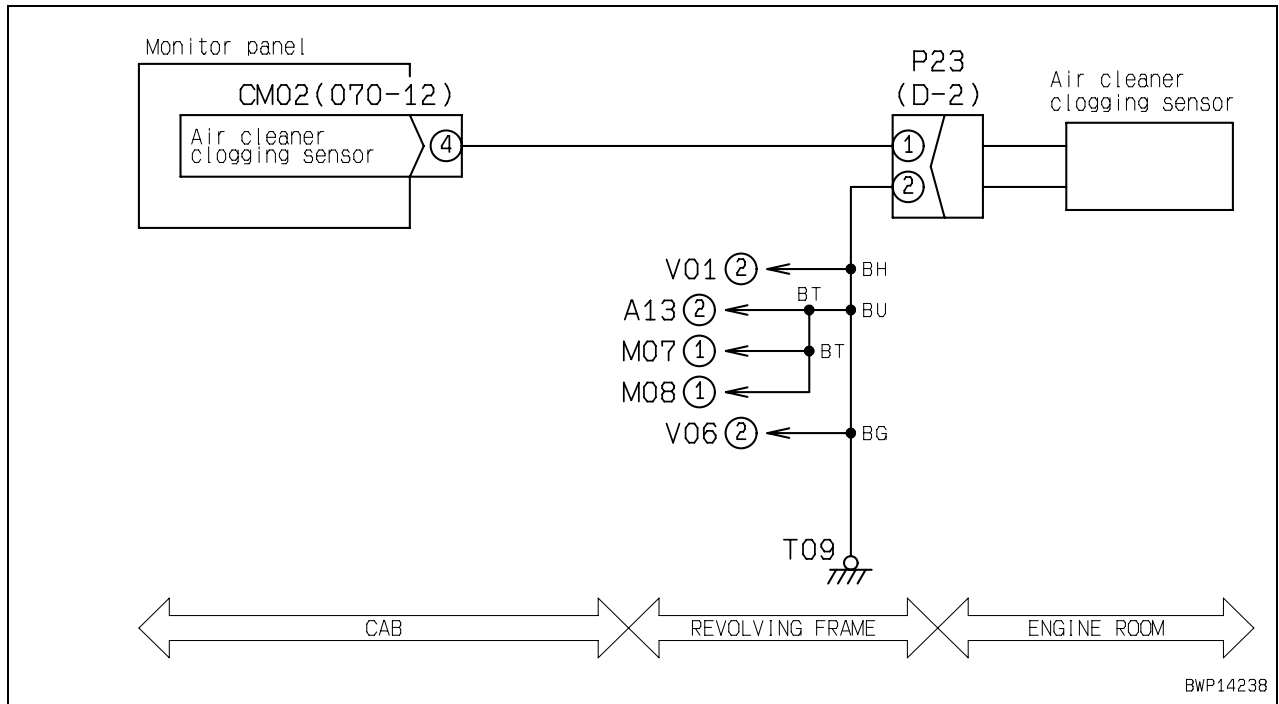
Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting		
	1	Clogging of air cleaner (when system is normal)	Air cleaner may be clogged. Check it, then clean or replace if necessary.		
2	Defective air cleaner clogging switch (Internal disconnection)	★ Prepare with starting switch OFF, then start engine and carry out troubleshooting.			
		P23 (male)	Air cleaner	Resistance	
		Between (1) – (2)	When normal (Air intake resistance: *1)	Max. 1 Ω	
			When clogged (Air intake resistance: *2)	Min. 1 MΩ	
3	Disconnection in wiring harness (Disconnection in wiring or defective contact in connector)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.			
		Wiring harness between CM02 (female) (4) – P23 (female) (1)	Resistance	Max. 1 Ω	
		Wiring harness between P23 (female) (2) – chassis ground (T09)	Resistance	Max. 1 Ω	
4	Defective machine monitor	★ Prepare with starting switch OFF, then start engine and carry out troubleshooting.			
		CM02	Air cleaner	Voltage	
		Between (4) – chassis ground	When normal (Air intake resistance: *1)	Max. 1 V	
			When clogged (Air intake resistance: *2)	20 – 30 V	

\*1: Max. -3,430 Pa {Max. -350 mmH<sub>2</sub>O}

\*2: -7,470 ± 490 Pa {-762 ± 50 mmH<sub>2</sub>O}



Circuit diagram related to air cleaner clogging switch



Trouble	(4) Engine coolant temperature monitor lights up white.
Related information	<ul style="list-style-type: none"> <li>• Signals of engine coolant temperature sensor are input to engine controller and then transmitted to machine monitor through communication system.</li> <li>• Engine coolant temperature can be checked with monitoring function. (Code: 04107 Engine coolant temperature)</li> </ul>

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting
	1	Insufficient warm-up of machine (when system is normal)	If monitor lights up white, engine coolant temperature may be low (below about 30°C). Warm up engine. <ul style="list-style-type: none"> <li>• Lighting up white: Engine coolant temperature is low.</li> <li>• Lighting up blue: Engine coolant temperature is proper.</li> </ul>
2	Defective engine coolant temperature gauge system	If cause 1 is not detected, engine coolant temperature gauge system may be defective. Carry out troubleshooting for E-9 Engine coolant temperature gauge does not indicate normally.	

Trouble	(5) Water separator monitor lights up red.
Related information	<ul style="list-style-type: none"> <li>• Condition of signal of water-in-fuel sensor switch can be checked with monitoring function. (Code: 18800 WIF sensor condition)</li> </ul>

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting
	1	Water separator is full (when system is normal)	Water separator may be full of water. Check it, then drain if full.
2	Defective water-in-fuel sensor system	If cause 1 is not detected, water-in-fuel sensor system may be defective. Carry out troubleshooting for failure codes [CA428] and [CA429].	

Trouble	(6) Hydraulic oil temperature monitor lights up white.
Related information	<ul style="list-style-type: none"> <li>• Signals of hydraulic oil temperature sensor are input to pump controller and then transmitted to machine monitor through communication system.</li> <li>• Hydraulic oil temperature can be checked with monitoring function. (Code: 04401 Hydraulic oil temperature)</li> </ul>

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting
	1	Insufficient warm-up of machine (when system is normal)	If monitor lights up white, hydraulic oil temperature may be low (below about 20°C). Warm up engine. <ul style="list-style-type: none"> <li>• Lighting up white: Hydraulic oil temperature is low.</li> <li>• Lighting up blue: Hydraulic oil temperature is proper.</li> </ul>
2	Defective hydraulic oil temperature gauge system	If cause 1 is not detected, hydraulic oil temperature gauge system may be defective. Carry out troubleshooting for E-10 Hydraulic oil temperature gauge does not indicate normally.	

## E-8 Emergency stop item lights up while engine is running

Trouble	(1) Engine coolant temperature monitor lights up red.
Related information	<ul style="list-style-type: none"> <li>Signals of engine coolant temperature sensor are input to engine controller and then transmitted to machine monitor through communication system.</li> <li>Engine coolant temperature can be checked with monitoring function. (Code: 04107 Engine coolant temperature)</li> </ul>

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting
	1	Overheating of engine coolant (when system is normal)	
2	Defective engine coolant temperature gauge system		If cause 1 is not detected, engine coolant temperature gauge system may be defective. Carry out troubleshooting for E-9 Engine coolant temperature gauge does not indicate normally.

Trouble	(2) Hydraulic oil temperature monitor lights up red.
Related information	<ul style="list-style-type: none"> <li>Signals of hydraulic oil temperature sensor are input to pump controller and then transmitted to machine monitor through communication system.</li> <li>Hydraulic oil temperature can be checked with monitoring function. (Code: 04401 Hydraulic oil temperature)</li> </ul>

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting
	1	Overheating of hydraulic oil (when system is normal)	
2	Defective hydraulic oil temperature gauge system		If cause 1 is not detected, hydraulic oil temperature gauge system may be defective. Carry out troubleshooting for E-10 Hydraulic oil temperature gauge does not indicate normally.

Trouble	(3) Engine oil pressure monitor lights up red.
Related information	<ul style="list-style-type: none"> <li>Signals of engine oil pressure switch are input to engine controller and then transmitted to machine monitor through communication system.</li> </ul>

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting
	1	Lowering of engine oil pressure (when system is normal)	
2	Defective engine oil pressure switch system		If cause 1 is not detected, engine oil pressure gauge system may be defective. Carry out troubleshooting for failure code [CA435].

### E-9 Engine coolant temperature gauge does not indicate normally

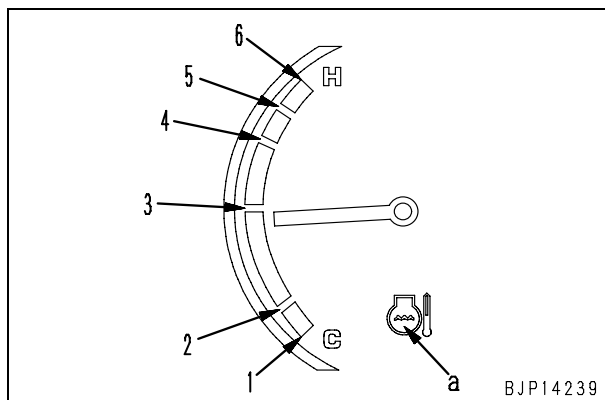
Trouble	(1) While engine coolant temperature is rising normally, temperature gauge does not rise from white range (C). (2) While engine coolant temperature is stabilized normally, temperature gauge rises to red range (H).
Related information	<ul style="list-style-type: none"> <li>• Signals of engine coolant temperature sensor are input to engine controller and then transmitted to machine monitor through communication system.</li> <li>• Engine coolant temperature can be checked with monitoring function. (Code: 04107 Engine coolant temperature)</li> </ul>

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting
	1	Defective engine coolant temperature sensor system	If cause 1 is not detected, engine coolant temperature sensor system may be defective. Carry out troubleshooting for failure codes [CA144] and [CA145].
2	Defective machine monitor	If cause 1 is not detected, machine monitor may be defective. (Since trouble is in system, troubleshooting cannot be carried out.)	

Trouble	(3) Display of coolant temperature gauge is different from actual engine coolant temperature. (4) Display of engine coolant temperature gauge is different from display of engine coolant temperature monitor.
Related information	<ul style="list-style-type: none"> <li>• Signals of engine coolant temperature sensor are input to engine controller and then transmitted to machine monitor through communication system.</li> <li>• Engine coolant temperature can be checked with monitoring function. (Code: 04107 Engine coolant temperature)</li> </ul>

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting		
	1	Defective machine monitor		★ Turn starting switch ON or start engine and carry out troubleshooting.	
Engine coolant temperature				Coolant temperature level	Color of monitor light (a)
105°C				6	Red
102°C				5	
100°C				4	Blue
85°C				3	
60°C				2	
30°C	1	White			

#### Engine coolant temperature gauge and engine coolant temperature monitor

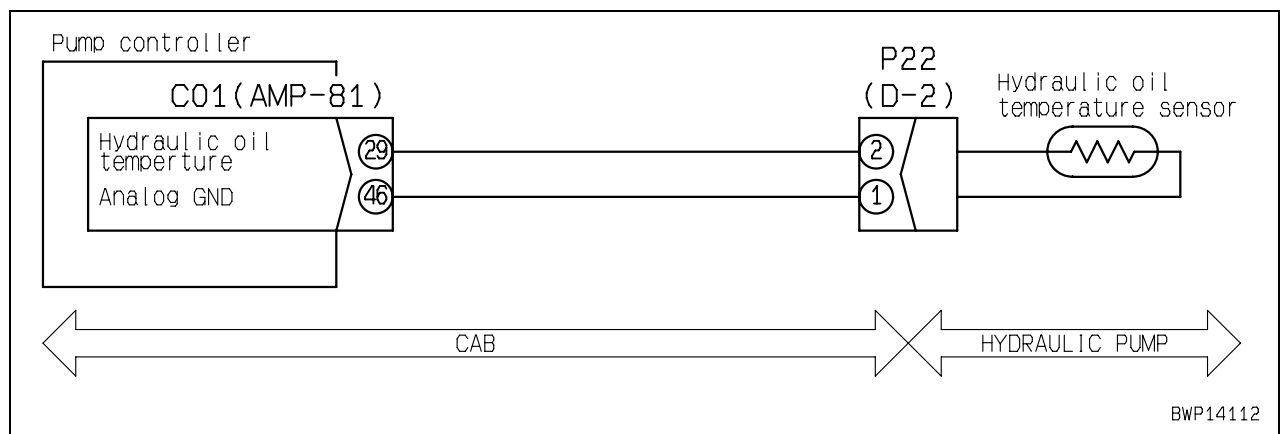


### E-10 Hydraulic oil temperature gauge does not indicate normally

Trouble	(1) While hydraulic oil temperature is rising normally, temperature gauge does not rise from white range (C). (2) While hydraulic oil temperature is stabilized normally, temperature gauge rises to red range (H).
Related information	<ul style="list-style-type: none"> <li>Signals of hydraulic oil temperature sensor are input to pump controller and then transmitted to machine monitor through communication system.</li> <li>Hydraulic oil temperature can be checked with monitoring function. (Code: 04401 Hydraulic oil temperature)</li> </ul>

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting	
	Possible causes and standard value in normal state	1	Defective hydraulic oil temperature sensor (Internal disconnection or short circuit)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.
P22 (male)				Resistance
Between (1) – (2)				3.5 – 90 kΩ
Between (2) – chassis ground				Min. 1 MΩ
2		Disconnection in wiring harness (Disconnection in wiring or defective contact in connector)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.	
			Wiring harness between C01 (female) (29) – P22 (female) (2)	Resistance Max. 1 Ω
			Wiring harness between C01 (female) (46) – P22 (female) (1)	Resistance Max. 1 Ω
3		Ground fault in wiring harness (Short circuit with GND circuit)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.	
			Wiring harness between C01 (female) (29) – P22 (female) (2)	Resistance Min. 1 MΩ
4		Hot short (Short circuit with 24V circuit) in wiring harness	★ Prepare with starting switch OFF, then turn starting switch ON and carry out troubleshooting.	
			Wiring harness between C01 (female) (29) – P22 (female) (2)	Voltage Max. 1 V
5	Defective pump controller	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.		
		C01 (female)	Resistance	
		Between (29) – (46)	3.5 – 90 kΩ	
		Between (29) – chassis ground	Min. 1 MΩ	
6	Defective machine monitor	If causes 1 – 5 are not detected, machine monitor may be defective. (Since trouble is in system, troubleshooting cannot be carried out.)		

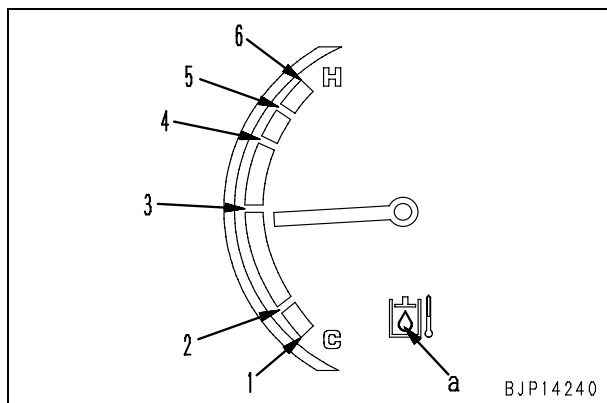
#### Circuit diagram related to hydraulic oil temperature sensor



Trouble	(3) Display of hydraulic oil temperature gauge is different from actual hydraulic oil temperature. (4) Display of hydraulic oil temperature gauge is different from display of hydraulic oil temperature monitor.
Related information	<ul style="list-style-type: none"> <li>• Signals of hydraulic oil temperature sensor are input to pump controller and then transmitted to machine monitor through communication system.</li> <li>• Hydraulic oil temperature can be checked with monitoring function. (Code: 04401 Hydraulic oil temperature)</li> </ul>

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting		
	1	Defective machine monitor	★ Turn starting switch ON or start engine and carry out troubleshooting.		
Hydraulic oil temperature			Hydraulic oil temperature level	Color of monitor light (a)	
105°C			6	Red	
102°C			5		
100°C			4	Blue	
85°C			3		
40°C			2		
20°C			1	White	

**Hydraulic oil temperature gauge and hydraulic oil temperature monitor**

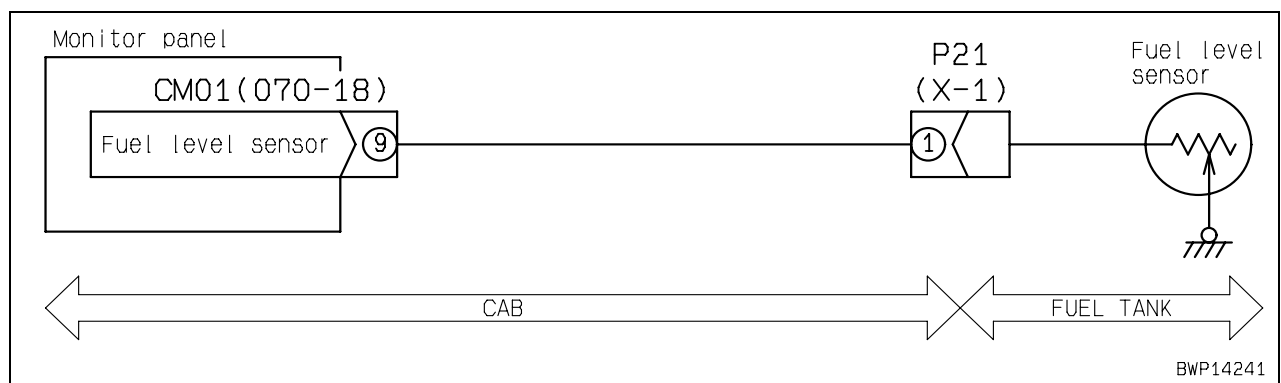


### E-11 Fuel level gauge does not indicate normally

Trouble	(1) While fuel is added, fuel level gauge does not rise from red range (E). (2) While fuel level is low, fuel level gauge does not lower from green range top (F)
Related information	• Signal voltage of fuel level sensor can be checked with monitoring function. (Code: 04200 Fuel level sensor voltage)

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting		
	Possible causes and standard value in normal state	1	Defective fuel level sensor (Internal disconnection or short circuit)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.	
P21 (male)				Fuel level	Resistance
Between (1) – chassis ground				FULL	7 – 11 Ω
				EMPTY	85 – 95 Ω
2		Disconnection in wiring harness (Disconnection in wiring or defective contact in connector)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.		
			Wiring harness between CM01 (female) (9) – P21 (female) (1)	Resistance	Max. 1 Ω
3		Ground fault in wiring harness (Short circuit with GND circuit)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.		
			Wiring harness between CM01 (female) (9) – P21 (female) (1)	Resistance	Min. 1 MΩ
4		Hot short (Short circuit with 24V circuit) in wiring harness	★ Prepare with starting switch OFF, then turn starting switch ON and carry out troubleshooting.		
			Wiring harness between CM01 (female) (9) – P21 (female) (1)	Voltage	Max. 1 V
5		Defective machine monitor	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.		
			CM01 (female)	Fuel level	Resistance
	Between (9) – chassis ground		FULL	7 – 11 Ω	
		EMPTY	85 – 95 Ω		

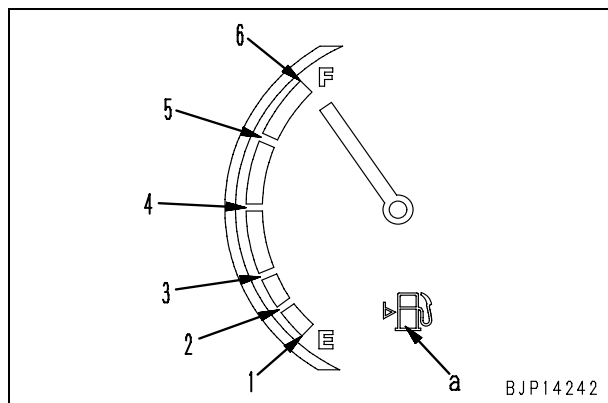
**Circuit diagram related to fuel level sensor**



Trouble	(3) Display of fuel level gauge is different from actual fuel level. (4) Display of fuel level gauge is different from display of fuel level monitor.
Related information	• Signal voltage of fuel level sensor can be checked with monitoring function. (Code: 04200 Fuel level sensor voltage)

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting		
	1	Defective machine monitor		★ Turn starting switch ON or start engine and carry out troubleshooting.	
			Quantity of fuel	Reading of fuel level gauge	Color of monitor light (a)
			289 ℓ	6	Blue
			244.5 ℓ	5	
			200 ℓ	4	
			100 ℓ	3	
			60 ℓ	2	
			41 ℓ	1	Red

**Fuel level gauge and fuel level monitor**





## E-12 Contents of display by machine monitor are different from applicable machine

Trouble	Contents of display by machine monitor are different from applicable machine.			
Related information				
Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting	
	1	Defective model code signal	★ Turn starting switch ON and carry out troubleshooting (with monitoring function).	
			Monitoring code	Normal display
			00200 Controller model code	PC200-8: PC200 PC220-8: PC220
If display of monitoring is abnormal, carry out troubleshooting for failure code [DA29KQ].				
2	Defective machine monitor	If cause 1 is not detected, machine monitor may be defective. (Since trouble is in system, troubleshooting cannot be carried out.)		

## E-13 Machine monitor does not display some items

Trouble	• Machine monitor does not display some items.		
Related information	• The LCD panel sometimes has black points (points which are not lighted) and bright points (points which do not go off) for the reason of its characteristics. If the number of the bright points and black points does not exceed 10, those points are not a failure or a defect.		
Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting
	1	Defective machine monitor (LCD panel)	★ Turn starting switch ON and carry out troubleshooting.
			When following switches are operated, if all LCD panel is lighted up (all surface becomes white), LCD panel is normal. • Operation of switches: [4] + [F2] (Press simultaneously)
2	Defective machine monitor (body)	If cause 1 is not detected, machine monitor may be defective. (Since trouble is in system, troubleshooting cannot be carried out.)	

## E-14 Function switch does not work

Trouble	• Function switch does not work.		
Related information	• Condition of signal of function switch can be checked with monitoring function. (Code: 04503 Monitor function switch)		
Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting
	1	Defective machine monitor	Machine monitor may be defective. (Since trouble is in system, troubleshooting cannot be carried out.)

### E-15 Auto-decelerator does not operate normally

Trouble	(1) When auto-decelerator switch is operated, auto-decelerator monitor does not light up or does not go off.
Related information	<ul style="list-style-type: none"> <li>Condition of signal of auto-decelerator switch can be checked with monitoring function. (Code: 04504 Monitor 1st, 2nd line switches)</li> </ul>

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting
	1	Defective machine monitor	Machine monitor may be defective. (Since trouble is in system, troubleshooting cannot be carried out.)

Trouble	(2) Auto-decelerator is not operated or reset with lever.
Related information	<ul style="list-style-type: none"> <li>Set speed of auto-decelerator is 1,400 rpm. If fuel control dial is not set above this speed, auto-decelerator is not operated or reset.</li> </ul>

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting		
	1	Defective PPC pressure signal	★ Start engine and carry out troubleshooting (with monitoring function).		
Monitoring code			Item	Normal display	
01900 Pressure switch 1			Swing	When lever is operated: ON When lever is in neutral: OFF	
			Travel		
			Boom lower		
			Boom raise		
			Arm curl		
01901 Pressure switch 2			Arm dump	When lever is operated: ON When lever is in neutral: OFF	
			Bucket curl		
			Bucket dump		
		Service			
If display of monitoring is abnormal, carry out troubleshooting for E-26 Monitoring function does not display lever control signal normally.					
2	Defective machine monitor	If cause 1 is not detected, machine monitor may be defective. (Since trouble is in system, troubleshooting cannot be carried out.)			
3	Defective pump controller	If cause 1 is not detected, pump controller may be defective. (Since trouble is in system, troubleshooting cannot be carried out.)			
4	Defective engine controller	If cause 1 is not detected, engine controller may be defective. (Since trouble is in system, troubleshooting cannot be carried out.)			

## E-16 Working mode does not change

Trouble	(1) When working mode switch is operated, working mode selection screen is not displayed.
Related information	<ul style="list-style-type: none"> <li>Condition of signal of working mode switch can be checked with monitoring function. (Code: 04504 Monitor 1st, 2nd line switches)</li> </ul>

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting
	1	Defective machine monitor	

Trouble	(2) When working mode is changed, setting of engine and hydraulic pump is not changed.
Related information	

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting
	1	Defective machine monitor	
2	Defective pump controller	Pump controller may be defective. (Since trouble is in system, troubleshooting cannot be carried out.)	

### E-17 Travel speed does not change

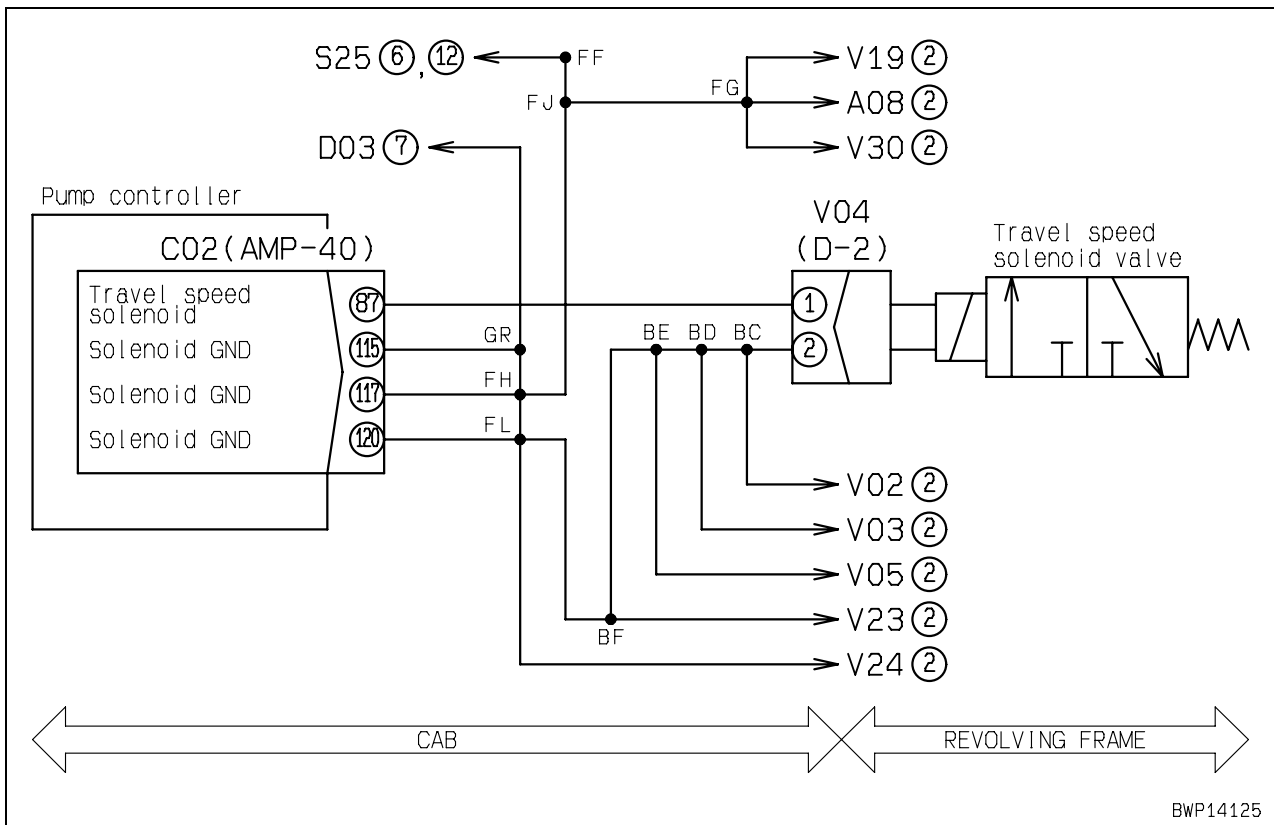
Trouble	(1) When travel speed switch is operated, travel speed monitor does not change.
Related information	<ul style="list-style-type: none"> <li>Condition of signal of travel speed switch can be checked with monitoring function. (Code: 04504 Monitor 1st, 2nd line switches)</li> </ul>

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting	
	1	Defective machine monitor	Machine monitor may be defective. (Since trouble is in system, troubleshooting cannot be carried out.)	

Trouble	(2) When travel speed is shifted, actual travel speed does not change.
Related information	<ul style="list-style-type: none"> <li>If cause 1 occurs, actual travel speed does not lower when travel speed is shifted to Lo.</li> </ul>

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting		
	1	Hot short (Short circuit with 24V circuit) in wiring harness	★ Prepare with starting switch OFF, then turn starting switch ON and carry out troubleshooting.		
			Wiring harness between C02 (female) (87) – V04 (female) (1)	Voltage	Max. 1 V
	2	Defective machine monitor	If cause 1 is not detected, machine monitor may be defective. (Since trouble is in system, troubleshooting cannot be carried out.)		
3	Defective pump controller	If cause 1 is not detected, pump controller may be defective. (Since trouble is in system, troubleshooting cannot be carried out.)			

#### Circuit diagram related to travel speed shifting solenoid



BWP14125

## E-18 Alarm buzzer cannot be stopped

Trouble	• Alarm buzzer cannot be stopped.		
Related information	• Condition of signal of alarm buzzer cancel switch can be checked with monitoring function. (Code: 04503 Monitor 1st, 2nd line switches)		
Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting
	1	Defective machine monitor	Machine monitor may be defective. (Since trouble is in system, troubleshooting cannot be carried out.)

### E-19 Windshield wiper and window washer do not operate

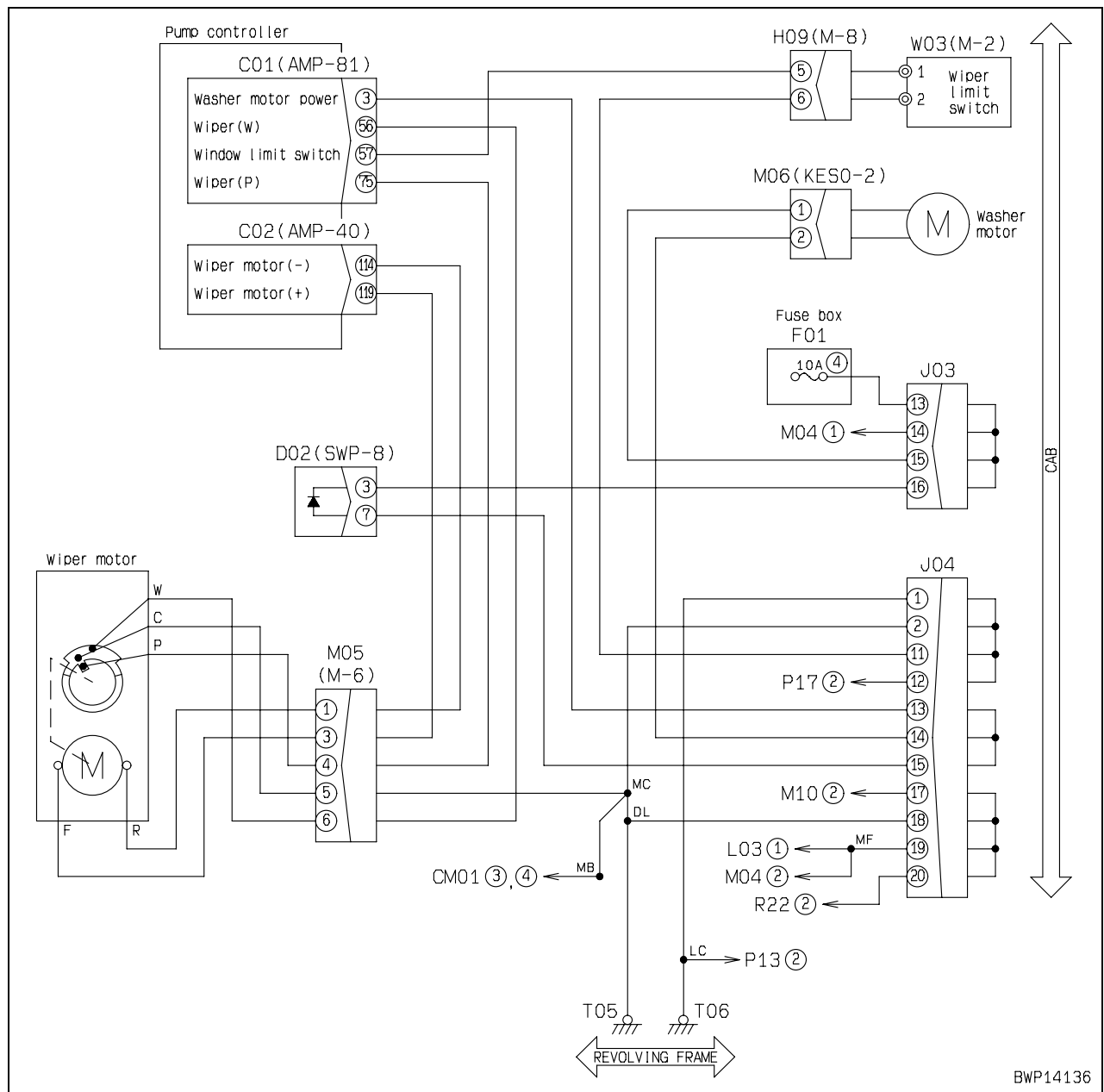
Trouble	(1) When wiper switch is operated, wiper monitor does not light up or go off.
Related information	<ul style="list-style-type: none"> <li>Condition of wiper switch signal can be checked with monitoring function. (Code: 04504 Monitor 1st, 2nd line switches)</li> </ul>

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting	
	1	Defective machine monitor	Machine monitor may be defective. (Since trouble is in system, troubleshooting cannot be carried out.)	

Trouble	(2) When wiper switch is operated, wiper does not operate.
Related information	<ul style="list-style-type: none"> <li>Condition of window rear limit switch signal can be checked with monitoring function. (Code: 02204 Switch 5)</li> </ul>

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting		
	Possible causes and standard value in normal state	1	Defective window rear limit switch (Internal short circuit)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.	
W03 (male)				Front window	Resistance
Between (1) – (2)				When installed to front	Min. 1 MΩ
				When retracted to rear	Max. 1 Ω
2		Defective wiper motor (Internal disconnection)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.		
			M05 (female)	Continuity	
			Between (1) – (3)	There is continuity	
3		Disconnection in wiring harness (Disconnection in wiring or defective contact in connector)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.		
			Wiring harness between C02 (female) (119) – M05 (male) (3)	Resistance	Max. 1 Ω
			Wiring harness between C02 (female) (114) – M05 (male) (1)	Resistance	Max. 1 Ω
4		Ground fault in wiring harness (Short circuit with GND circuit)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.		
			C01 (female) (57) – W03 (female) (1)	Resistance	Min. 1 MΩ
5		Defective pump controller (Rear limit switch system)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.		
			C01 (female)	Front window	Resistance
			Between (57) – chassis ground	When installed to front	Min. 1 MΩ
	When retracted to rear			Max. 1 Ω	
	Defective pump controller (Wiper motor system)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.			
		C02 (female)	Continuity		
Between (119) – (114)		There is continuity			

Circuit diagram related to windshield wiper and window washer



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Trouble	(3) When window washer switch is operated, window washer does not operate.
Related information	<ul style="list-style-type: none"> <li>Condition of window washer switch signal can be checked with monitoring function. (Code: 04504 Monitor 1st, 2nd line switches)</li> </ul>

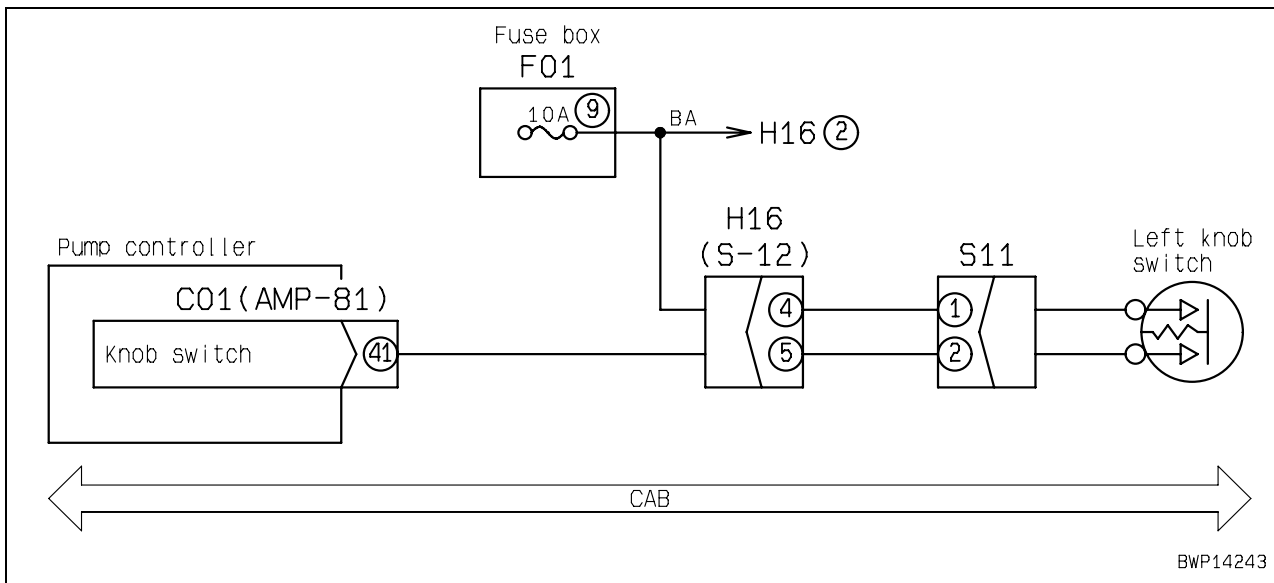
Possible causes and standard value in normal state	Cause	Standard value in normal state/Remarks on troubleshooting
1	Defective machine monitor	Machine monitor may be defective. (Since trouble is in system, troubleshooting cannot be carried out.)

### E-20 Power maximizing function does not operate normally

Trouble	(1) When left knob switch is pressed, one-touch power maximizing monitor is not displayed. (2) When left knob switch is pressed, work equipment power is not increased.
Related information	<ul style="list-style-type: none"> <li>One-touch power maximizing function does not work when working mode is not power mode (P) or economy mode (E).</li> <li>Condition of left knob switch signal can be checked with monitoring function. (Code: 02200 Switch input 1)</li> </ul>

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting		
		1	Defective fuse No. 9	If fuse is broken, circuit probably has ground fault. (See cause 4.)	
	2	Defective left knob switch (Internal disconnection)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.		
			S11 (male)	Left knob switch	Resistance
			Between (1) – (2)	Released	Min. 1 MΩ
				Pressed	Max. 1 Ω
	3	Disconnection in wiring harness (Disconnection in wiring or defective contact in connector)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.		
			Wiring harness between F01-9 – S11 (female) (1)	Resistance	Max. 1 Ω
			Wiring harness between S11 (female) (2) – C01 (female) (41)	Resistance	Max. 1 Ω
	4	Ground fault in wiring harness (Short circuit with GND circuit)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.		
			Wiring harness between F01-9 – S11 (female) (1)	Resistance	Min. 1 MΩ
			Wiring harness between S11 (female) (2) – C01 (female) (41)	Resistance	Min. 1 MΩ
5	Defective pump controller	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.			
		C01 (female)	Left knob switch	Resistance	
		Between (41) – chassis ground	Released	Min. 1 MΩ	
			Pressed	Max. 1 Ω	
6	Defective machine monitor	Machine monitor may be defective. (Since trouble is in system, troubleshooting cannot be carried out.)			

#### Circuit diagram related to left knob switch



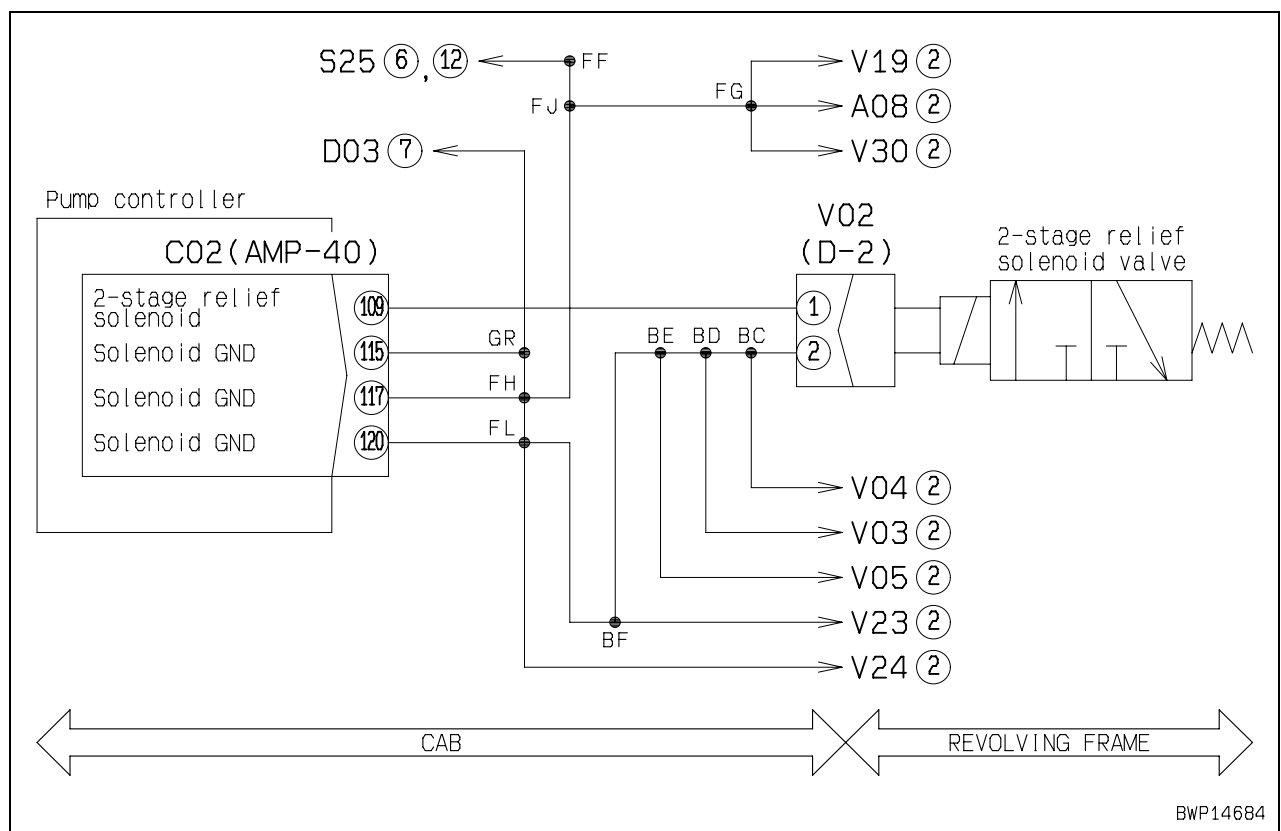
BWP14243



Trouble	(3) When left knob switch is released, work equipment power does not return to normal level.
Related information	<ul style="list-style-type: none"> <li>Condition of left knob switch signal can be checked with monitoring function. (Code: 02200 Switch input 1)</li> </ul>

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting	
	1	Hot short (Short circuit with 24V circuit) in wiring harness	★ Prepare with starting switch OFF, then turn starting switch ON and carry out troubleshooting. Wiring harness between C02 (female) (109) – V02 (female) (1)	Voltage
2	Defective pump controller	If cause 1 is not detected, pump controller may be defective. (Since trouble is in system, troubleshooting cannot be carried out.)		

**Circuit diagram related to 2-stage relief solenoid**



BWP14684

### E-21 Swing holding brake does not operate normally

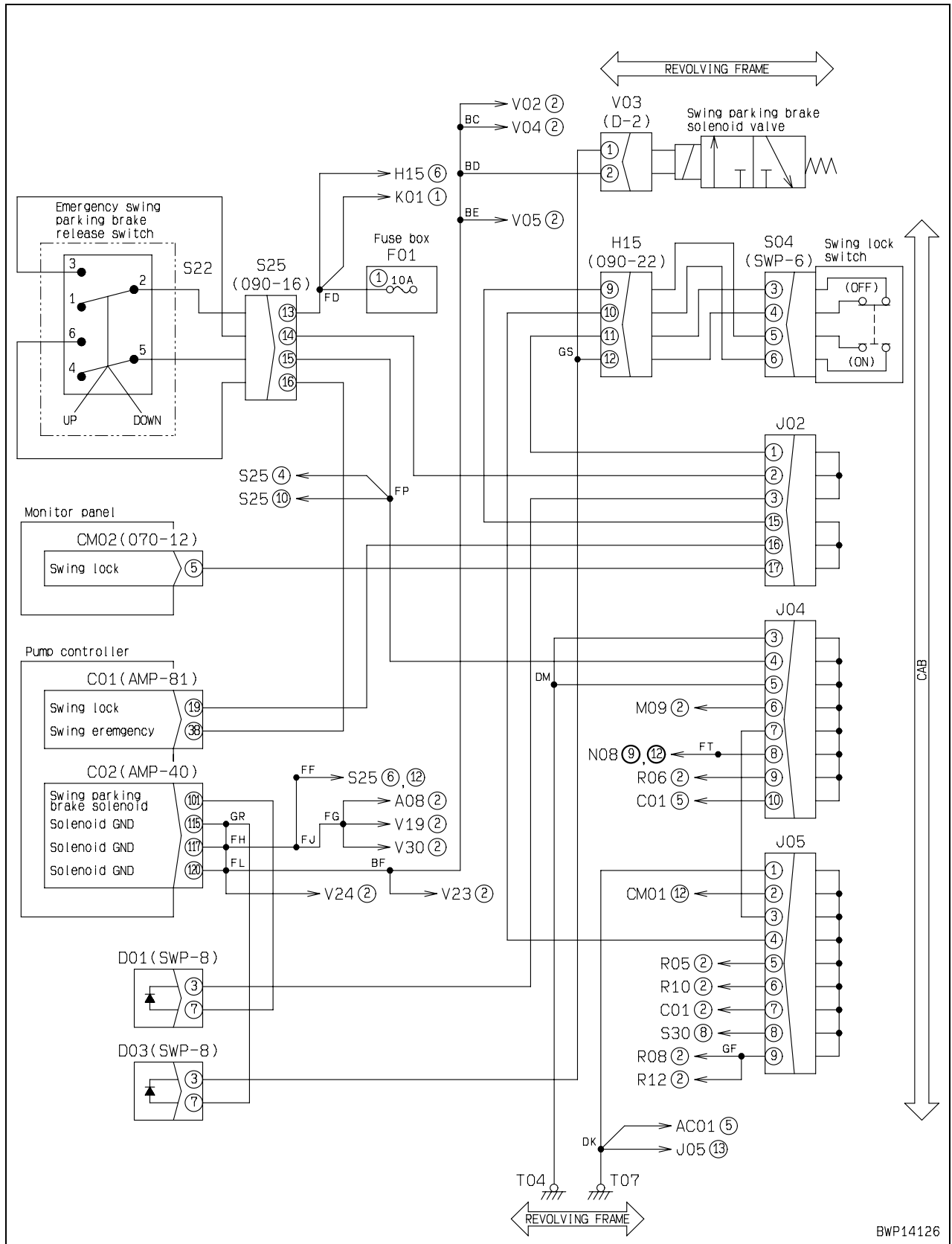
Trouble	(1) When swing lock switch is operated, swing lock monitor does not light up or go off.
Related information	<ul style="list-style-type: none"> <li>Condition of swing lock switch signal can be checked with monitoring function. (Machine monitor system code: 04502 Monitor input 3) (Pump controller system code: 02200 Switch input 1)</li> </ul>

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting		
	Possible causes and standard value in normal state	1	Defective swing lock switch (Internal disconnection or short circuit)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.	
S04 (male)				Swing lock switch	Resistance
Between (5) – (6)				OFF	Min. 1 MΩ
				ON	Max. 1 Ω
2		Disconnection in wiring harness (Disconnection in wiring or defective contact in connector)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.		
			Wiring harness between CM02 (female) (5) – J02 – S04 (female) (5)	Resistance	Max. 1 Ω
			Wiring harness between S04 (female) (6) – J05 – chassis ground (T07)	Resistance	Max. 1 Ω
			★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.		
3		Ground fault in wiring harness (Short circuit with GND circuit)	Wiring harness between CM02 (female) (5) – J02 – S04 (female) (5), – C01 (female) (19)	Resistance	Min. 1 MΩ
			★ Prepare with starting switch OFF, then turn starting switch ON and carry out troubleshooting.		
4		Defective machine monitor	CM02	Swing lock switch	Voltage
			Between (5) – chassis ground	OFF	20 – 30 V
	ON			Max. 1 V	

Trouble	(2) When swing lock switch is turned ON, swing lock does not operate. (Hydraulic drift of swing occurs on slope.)
Related information	

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting		
	Possible causes and standard value in normal state	1	Defective swing lock switch (Internal short circuit)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.	
S04 (male)				Swing lock switch	Resistance
Between (3) – (4)				OFF	Min. 1 MΩ
				ON	Max. 1 Ω
2		Defective swing holding brake release switch (Internal short circuit)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.		
			S25 (male)	Swing holding brake release switch	Resistance
			Between (13) – (14)	Lock	Min. 1 MΩ
				Release	Max. 1 Ω
3		Hot short (Short circuit with 24V circuit) in wiring harness	★ Prepare with starting switch OFF, then turn starting switch ON and carry out troubleshooting.		
			Wiring harness between D01 (female) (3) – J02 – S04 (female) (3), – S25 (female) (14)	Voltage	Max. 1 V
			Wiring harness between S04 (female) (4) – V03 (female) (1), – D03 (female) (3)	Voltage	Max. 1 V

Circuit diagram related to swing holding brake solenoid



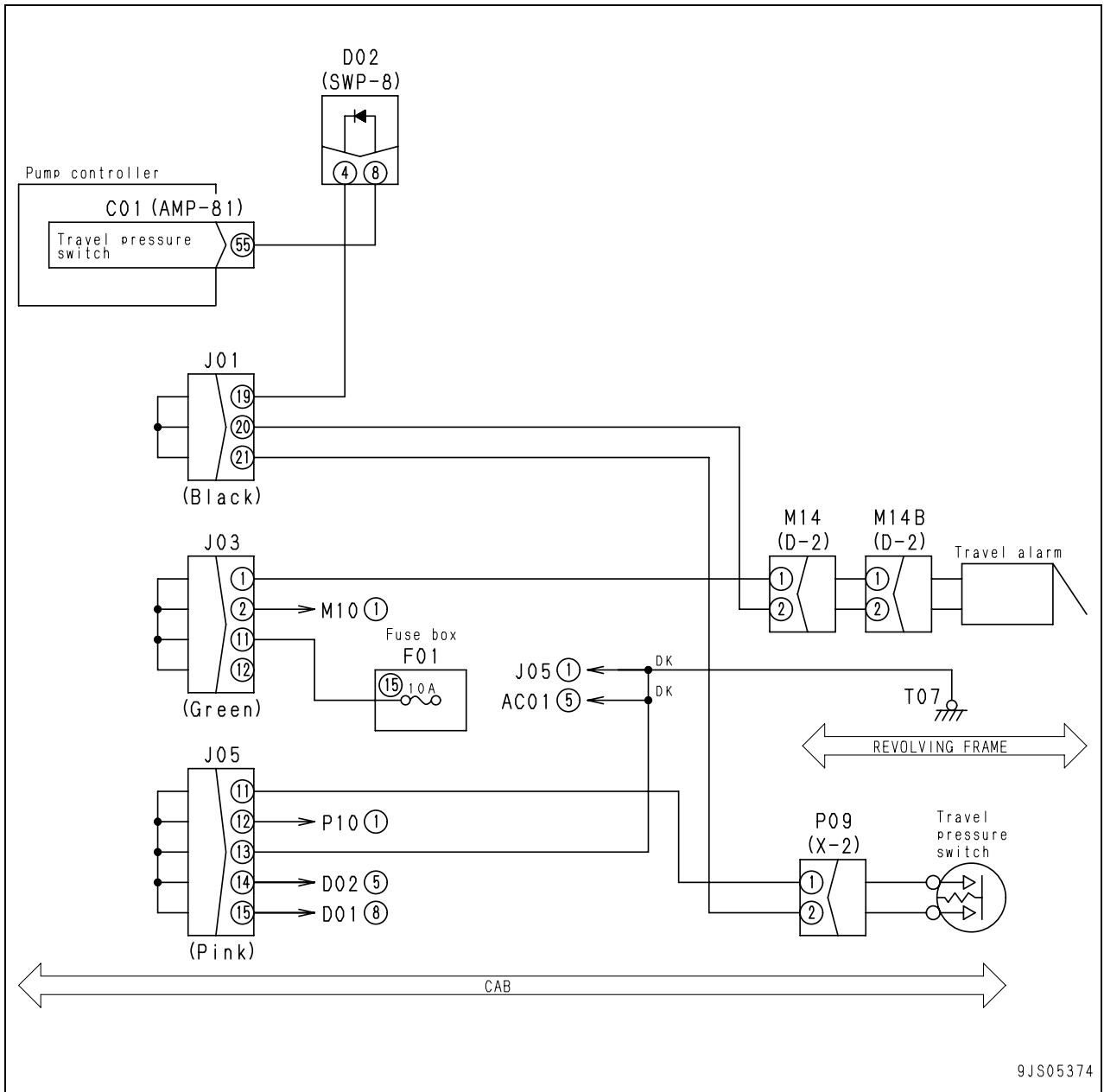
BWP14126

## E-22 Travel alarm does not sound or does not stop sounding

Trouble	(1) Alarm does not sound during travel.				
Related information					
Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting		
	1	Defective fuse No. 15	If fuse is broken, circuit probably has ground fault. (See cause 4.)		
	2	Defective travel signal system	★ Start engine and carry out troubleshooting.		
			Monitoring code	Item	Normal display
			01900 Pressure switch 1	Travel	When lever is operated: ON When lever is in neutral: OFF
			If display of monitoring is abnormal, carry out troubleshooting for E-26 Monitoring function does not display lever control signal normally.		
	3	Disconnection in wiring harness (Disconnection in wiring or defective contact in connector)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.		
			Wiring harness between F01-15 – J03 – M14B (female) (1)	Resistance	Max. 1 Ω
			Wiring harness between M14B (female) (2) – J01 (19) – P09 (female) (2)	Resistance	Max. 1 Ω
	4	Ground fault in wiring harness (Short circuit with GND circuit)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.		
Wiring harness between F01-15 – J03 – M14B (female) (1), – circuit branch end			Resistance	Min. 1 MΩ	
5	Defective travel alarm (Internal defect)	If causes 1 – 4 are not detected, travel alarm is defective.			

Trouble	(2) Alarm does not stop sounding while machine is stopped.				
Related information					
Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting		
	1	Defective travel signal system	★ Start engine and carry out troubleshooting.		
			Monitoring code	Item	Normal display
			Pressure switch 1	Travel	When lever is operated: ON When lever is in neutral: OFF
			If display of monitoring is abnormal, carry out troubleshooting for E-26 Monitoring function does not display lever control signal normally.		
	2	Defective assembled-type diode D05 (Short circuit with GND circuit)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.		
			D02 (male)	Continuity	
			Between (4) – (8)	No continuity	
	3	Ground fault in wiring harness (Short circuit with GND circuit)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.		
			Wiring harness between M14B (female) (2) – J01 (19) – P09 (female) (2), – D02 (female) (4)	Resistance	Min. 1 MΩ

Circuit diagram related to travel alarm and travel PPC oil pressure switch



### E-23 Air conditioner does not operate normally (including air conditioner abnormality record)

Trouble	(1) When air conditioner switch is operated, air conditioner control screen is not displayed.
Related information	<ul style="list-style-type: none"> <li>Condition of air conditioner switch signal can be checked with monitoring function. (Code: 04505 Monitor 3rd, 4th line switches, 04506 Monitor 5th line switch)</li> </ul>

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting	
	1	Defective machine monitor	Machine monitor may be defective. (Since trouble is in system, troubleshooting cannot be carried out.)	

Trouble	(2) When air conditioner switch is operated, air conditioner does not operate at all.
Related information	

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting		
	1	Defective fuse No. 11	If fuse is broken, circuit probably has ground fault. (See cause 4.)		
2	Defective fuse in unit	If fuse in unit is broken, circuit in unit probably has ground fault. (See cause 4.)			
3	Disconnection in wiring harness (Disconnection in wiring or defective contact in connector)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.			
		Wiring harness between F01-11 – fuse in unit – ACw (wiring side) (6)	Resistance	Max. 1 Ω	
4	Ground fault in wiring harness (Short circuit with GND circuit)	Wiring harness between ACw (wiring side) (16) – chassis ground (T07)	Resistance	Max. 1 Ω	
		★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.			
5	Defective air conditioner controller	Wiring harness between F01-11 – fuse in unit – ACw (wiring side) (6), – circuit branch end	Resistance	Min. 1 MΩ	
		ACw (wiring side)	Voltage		
		Between (6) – (16)	20 – 30 V		
6	Defective machine monitor	If above voltage is normal, air conditioner controller may be defective.			
		If causes 1 – 5 are not detected, machine monitor may be defective. (Since trouble is in system, troubleshooting cannot be carried out.)			

Trouble	(3) Air does not come out (Air flow is insufficient).
Related information	

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting			
	Possible causes and standard value in normal state	1	Defective blower relay (Internal disconnection)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON (coil side).		
R20 (male)				Resistance		
Between (1) – (3)				140 – 340 Ω		
★ Prepare with starting switch OFF, then turn starting switch ON and carry out troubleshooting (contact side).						
			R20	Air conditioner switch	Voltage	
			Between (4) – chassis ground	Air blow position	20 – 30 V	
2		Defective power transistor (Internal defect)	★ Prepare with starting switch OFF, then turn starting switch ON and carry out troubleshooting.			
			Fan switch	If air flow changes according to operation of fan switch, power transistor is normal.		
			Operate between Low and Medium and High.			
			★ Prepare with starting switch OFF, then turn starting switch ON and carry out troubleshooting.			
3		Defective blower motor (Internal defect)	Mb (wiring side)	Air conditioner switch	Voltage	
			Between (1) – (2)	Air blow position	20 – 30 V	
			If above voltage is normal and blower motor does not revolve, blower motor is defective.			
			★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.			
4		Disconnection in wiring harness (Disconnection in wiring or defective contact in connector)	Wiring harness between F01-11 – fuse in unit – R20 (female) (1)		Resistance	Max. 1 Ω
			Wiring harness between R20 (female) (3) – ACw (wiring side) (36)		Resistance	Max. 1 Ω
	Wiring harness between F01-11 – R20 (female) (5)		Resistance	Max. 1 Ω		
	Wiring harness between R20 (female) (4) – Mb (wiring side) (1)		Resistance	Max. 1 Ω		
	Wiring harness between Mb (wiring side) (2) – PTR (wiring side) (3)		Resistance	Max. 1 Ω		
	Wiring harness between PTR (wiring side) (1) – chassis ground (T07)		Resistance	Max. 1 Ω		
	Wiring harness between PTR (wiring side) (2) – ACw (wiring side) (8)		Resistance	Max. 1 Ω		
	Wiring harness between PTR (wiring side) (4) – ACw (wiring side) (7)		Resistance	Max. 1 Ω		

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting		
	Possible causes and standard value in normal state	5	Ground fault in wiring harness (Short circuit with GND circuit)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.	
Wiring harness between R20 (female) (3) – ACw (wiring side) (36)				Resistance	Min. 1 MΩ
Wiring harness between R20 (female) (4) – Mb (wiring side) (1)				Resistance	Min. 1 MΩ
Wiring harness between Mb (wiring side) (2) – PTR (wiring side) (3)				Resistance	Min. 1 MΩ
Wiring harness between PTR (wiring side) (2) – ACw (wiring side) (8)				Resistance	Min. 1 MΩ
6		Defective air conditioner controller	If causes 1 – 5 are not detected, air conditioner controller may be defective. (Since trouble is in system, troubleshooting cannot be carried out.)		
7		Defective air conditioner system	If causes 1 – 5 are not detected, air conditioner system may be defective. See Machine Component Volume of Shop Manual, Air conditioner, Troubleshooting.		



Trouble	(4) Air is not cooled (Cooling performance is insufficient).
Related information	

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting		
	Possible causes and standard value in normal state	1	Defective compressor relay (Internal disconnection)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON (coil side).	
R21 (male)				Resistance	
Between (1) – (3)				140 – 340 Ω	
★ Prepare with starting switch OFF, then turn starting switch ON and carry out troubleshooting (contact side).					
R21				Air conditioner switch	Voltage
		Between (2) – chassis ground	Cooling position	20 – 30 V	
2		Defective internal air sensor	Internal air sensor may be defective. Carry out troubleshooting for Abnormality in internal air sensor.		
3		Defective high and low pressure switches	High and low pressure switches may be defective. Carry out troubleshooting for “Abnormality in refrigerant”.		
4		Defective compressor clutch (Internal defect)	Compressor clutch may be defective. Check it directly.		
5		Defective compressor (Internal defect)	Compressor may be defective. Check it directly.		
6	Disconnection in wiring harness (Disconnection in wiring or defective contact in connector)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.			
		Wiring harness between F01-11 – fuse in unit – R21 (female) (1)	Resistance	Max. 1 Ω	
		Wiring harness between R21 (female) (3) – ACw (wiring side) (35)	Resistance	Max. 1 Ω	
		Wiring harness between F01-11 – R21 (female) (4)	Resistance	Max. 1 Ω	
7	Ground fault in wiring harness (Short circuit with GND circuit)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.			
		Wiring harness between R21 (female) (3) – ACw (wiring side) (35)	Resistance	Min. 1 MΩ	
		Wiring harness between R21 (female) (2) – AC02 (female) (1)	Resistance	Min. 1 MΩ	
8	Defective air conditioner controller	If causes 1 – 7 are not detected, air conditioner controller may be defective. (Since trouble is in system, troubleshooting cannot be carried out.)			
9	Defective air conditioner system	If causes 1 – 7 are not detected, air conditioner system may be defective. See Machine Component Volume of Shop Manual, Air conditioner, Troubleshooting.			

Trouble	(5) Air conditioner abnormality record: Communication condition “CAN disconnection”, Communication condition “Abnormal”
Related information	<ul style="list-style-type: none"> <li>While abnormality in communication is being detected, “CAN disconnection” is displayed.</li> <li>If abnormality in communication has been detected and reset, “Abnormality” is displayed.</li> <li>If “CAN disconnection” is displayed as communication condition, communication cannot be carried out normally. Accordingly, condition of other items is not displayed.</li> <li>Method of reproducing abnormality record: Turn starting switch ON.</li> </ul>

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting		
		1	Disconnection in wiring harness (Disconnection in wiring or defective contact in connector)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.	
Wiring harness between N10 (female) (2) – CM02 (female) (8), (9)				Resistance	Max. 1 Ω
Wiring harness between N10 (female) (1) – CM02 (female) (10)				Resistance	Max. 1 Ω
2		Ground fault in wiring harness (Short circuit with GND circuit)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.		
			Wiring harness between N10 (male) (2) – CM02 (female) (8), (9), – C01 (female) (45), – CE02 (female) (46), – K02 (female) (A), – N08 (male) (3)	Resistance	Min. 1 MΩ
			Wiring harness between N10 (female) (1) – CM02 (female) (10), – C01 (female) (64), – CE02 (female) (47), – K02 (female) (B), – N08 (male) (10)	Resistance	Min. 1 MΩ
3		Hot short (Short circuit with 24V circuit) in wiring harness	★ Prepare with starting switch OFF, then turn starting switch ON and carry out troubleshooting.		
			N10 (male) (2) – CM02 (female) (8), (9), – C01 (female) (45), – CE02 (female) (46), – K02 (female) (A), – N08 (male) (3)	Voltage	Max. 5.5 V
			Wiring harness between N10 (female) (1) – CM02 (female) (10), – C01 (female) (64), – CE02 (female) (47), – K02 (female) (B), – N08 (male) (10)	Voltage	Max. 5.5 V
4		Defective CAN terminal resistance (Internal short circuit or disconnection)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.		
			K02 (male) Between (A) – (B)	Resistance 47 – 67 Ω	
5		Defective air conditioner controller	If causes 1 – 4 are not detected, air conditioner controller may be defective. (Since trouble is in system, troubleshooting cannot be carried out.)		
6	Defective machine monitor	If causes 1 – 4 are not detected, machine monitor may be defective. (Since trouble is in system, troubleshooting cannot be carried out.)			

Trouble	(6) Air conditioner abnormality record: Setting condition “Abnormality”
Related information	<ul style="list-style-type: none"> <li>• If setting of air conditioner controller model is different from setting of machine monitor model, “Abnormality” is displayed.</li> <li>• If “CAN disconnection” is displayed as communication condition, communication cannot be carried out normally. Accordingly, this condition is not displayed.</li> <li>• Method of reproducing abnormality record: Turn starting switch ON.</li> </ul>

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting	
	1	Defective air conditioner controller	Air conditioner controller may be defective. (Since trouble is in system, troubleshooting cannot be carried out.)	
2	Defective machine monitor	Machine monitor may be defective. (Since trouble is in system, troubleshooting cannot be carried out.)		

Trouble	(7) Air conditioner abnormality record: Internal air sensor “Abnormality”
Related information	<ul style="list-style-type: none"> <li>• If “CAN disconnection” is displayed as communication condition, communication cannot be carried out normally. Accordingly, this condition is not displayed.</li> <li>• Method of reproducing abnormality record: Turn starting switch ON + Turn air conditioner (A/C) switch ON.</li> </ul>

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting			
	1	Defective internal air sensor (Internal disconnection or short circuit)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.			
THi (device side)			Resistance			
Between (1) – (2)			300 Ω – 430 kΩ			
2		Disconnection in wiring harness (Disconnection in wiring or defective contact in connector)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.			
			Wiring harness between ACw (wiring side) (11) – THi (wiring side) (2)	Resistance	Max. 1 Ω	
3	Short circuit in wiring harness (with GND circuit)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.				
		Wiring harness between ACw (wiring side) (11) – THi (wiring side) (2)	Resistance	Min. 1 MΩ		
4	Hot short (Short circuit with 24V circuit) in wiring harness	★ Prepare with starting switch OFF, then turn starting switch ON and carry out troubleshooting.				
		Wiring harness between ACw (wiring side) (11) – THi (wiring side) (2)	Voltage	Max. 1 V		
5	Defective air conditioner controller	If causes 1 – 4 are not detected, air conditioner controller may be defective. (Since trouble is in system, troubleshooting cannot be carried out.)				

Trouble	(8) Air conditioner abnormality record: External air sensor “Unused”
Related information	<ul style="list-style-type: none"> <li>External air sensor is not used in air conditioner system of this machine.</li> <li>If “CAN disconnection” is displayed as communication condition, communication cannot be carried out normally. Accordingly, this condition is not displayed.</li> </ul>

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting	
	1	Normal display	Since external air sensor is not used in air conditioner system of this machine, above display is normal.	

Trouble	(9) Air conditioner abnormality record: Air flow sensor “Abnormality”
Related information	<ul style="list-style-type: none"> <li>If “CAN disconnection” is displayed as communication condition, communication cannot be carried out normally. Accordingly, this condition is not displayed.</li> <li>Method of reproducing abnormality record: Turn starting switch ON + Turn air conditioner (A/C) switch ON.</li> </ul>

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting			
	1	Defective air flow sensor (Internal disconnection or short circuit)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.			
THF (device side)			Resistance			
Between (1) – (2)			100 Ω – 115 kΩ			
2		Disconnection in wiring harness (Disconnection in wiring or defective contact in connector)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.			
			Wiring harness between ACw (wiring side) (12) – THF (wiring side) (2)	Resistance	Max. 1 Ω	
3	Short circuit in wiring harness (with GND circuit)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.				
		Wiring harness between ACw (wiring side) (12) – THF (wiring side) (2)	Resistance	Min. 1 MΩ		
4	Hot short (Short circuit with 24V circuit) in wiring harness	★ Prepare with starting switch OFF, then turn starting switch ON and carry out troubleshooting.				
		Wiring harness between ACw (wiring side) (12) – THF (wiring side) (2)	Voltage	Max. 1 V		
5	Defective air conditioner controller	If causes 1 – 4 are not detected, air conditioner controller may be defective. (Since trouble is in system, troubleshooting cannot be carried out.)				

Trouble	(10) Air conditioner abnormality record: Daylight sensor “Abnormality”
Related information	<ul style="list-style-type: none"> <li>• If “CAN disconnection” is displayed as communication condition, communication cannot be carried out normally. Accordingly, this condition is not displayed.</li> <li>• Method of reproducing abnormality record: Turn starting switch ON + Turn air conditioner (A/C) switch ON.</li> </ul>

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting		
	1	Defective daylight sensor (Internal defect)	Daylight sensor may be defective.		
2	Disconnection in wiring harness (Disconnection in wiring or defective contact in connector)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.			
		Wiring harness between ACw (wiring side) (3) – P31 (female) (1)	Resistance	Max. 1 Ω	
3	Short circuit in wiring harness (with GND circuit)	Wiring harness between ACw (wiring side) (15) – P31 (female) (2)	Resistance	Max. 1 Ω	
		★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.			
4	Hot short (Short circuit with 24V circuit) in wiring harness	Wiring harness between ACw (wiring side) (3) – P31 (female) (1), – circuit branch end	Resistance	Min. 1 MΩ	
		Wiring harness between ACw (wiring side) (15) – P31 (female) (2)	Resistance	Min. 1 MΩ	
5	Defective air conditioner controller	★ Prepare with starting switch OFF, then turn starting switch ON and carry out troubleshooting.			
		Wiring harness between ACw (wiring side) (3) – P31 (female) (1), – circuit branch end	Voltage	Max. 1 V	
		Wiring harness between ACw (wiring side) (15) – P31 (female) (2)	Voltage	Max. 1 V	
		If causes 1 – 4 are not detected, air conditioner controller may be defective. (Since trouble is in system, troubleshooting cannot be carried out.)			

Trouble	(11) Air conditioner abnormality record: Air outlet damper “Abnormality”
Related information	<ul style="list-style-type: none"> <li>If “CAN disconnection” is displayed as communication condition, communication cannot be carried out normally. Accordingly, this condition is not displayed.</li> <li>Method of reproducing abnormality record: Turn starting switch ON + Turn air conditioner (A/C) switch ON.</li> </ul>

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting		
		1	Defective air outlet servomotor (Internal defect)	Air outlet servomotor may be defective.	
2		Disconnection in wiring harness (Disconnection in wiring or defective contact in connector)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.		
			Wiring harness between Mv1 (wiring side) (1) – ACw (wiring side) (3)	Resistance	Max. 1 Ω
			Wiring harness between Mv1 (wiring side) (3) – ACw (wiring side) (27)	Resistance	Max. 1 Ω
			Wiring harness between Mv1 (wiring side) (5) – ACw (wiring side) (9)	Resistance	Max. 1 Ω
			Wiring harness between Mv1 (wiring side) (6) – ACw (wiring side) (24)	Resistance	Max. 1 Ω
			Wiring harness between Mv1 (wiring side) (7) – ACw (wiring side) (23)	Resistance	Max. 1 Ω
3		Ground fault in wiring harness (Short circuit with GND circuit)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.		
			Wiring harness between Mv1 (wiring side) (1) – ACw (wiring side) (3), – circuit branch end	Resistance	Min. 1 MΩ
			Wiring harness between Mv1 (wiring side) (5) – ACw (wiring side) (9), – circuit branch end	Resistance	Min. 1 MΩ
			Wiring harness between Mv1 (wiring side) (6) – ACw (wiring side) (24), – circuit branch end	Resistance	Min. 1 MΩ
			Wiring harness between Mv1 (wiring side) (7) – ACw (wiring side) (23), – circuit branch end	Resistance	Min. 1 MΩ
4		Hot short (Short circuit with 24V circuit) in wiring harness	★ Prepare with starting switch OFF, then turn starting switch ON and carry out troubleshooting.		
			Wiring harness between Mv1 (wiring side) (1) – ACw (wiring side) (3), – circuit branch end	Voltage	Max. 1 V
			Wiring harness between Mv1 (wiring side) (5) – ACw (wiring side) (9), – circuit branch end	Voltage	Max. 1 V
			Wiring harness between Mv1 (wiring side) (6) – ACw (wiring side) (24), – circuit branch end	Voltage	Max. 1 V
			Wiring harness between Mv1 (wiring side) (7) – ACw (wiring side) (23), – circuit branch end	Voltage	Max. 1 V
5		Defective air conditioner controller	If causes 1 – 4 are not detected, air conditioner controller may be defective. (Since trouble is in system, troubleshooting cannot be carried out.)		

Trouble	(12) Air conditioner abnormality record: A/M damper “Abnormality”
Related information	<ul style="list-style-type: none"> <li>• If “CAN disconnection” is displayed as communication condition, communication cannot be carried out normally. Accordingly, this condition is not displayed.</li> <li>• Method of reproducing abnormality record: Turn starting switch ON + Turn air conditioner (A/C) switch ON.</li> </ul>

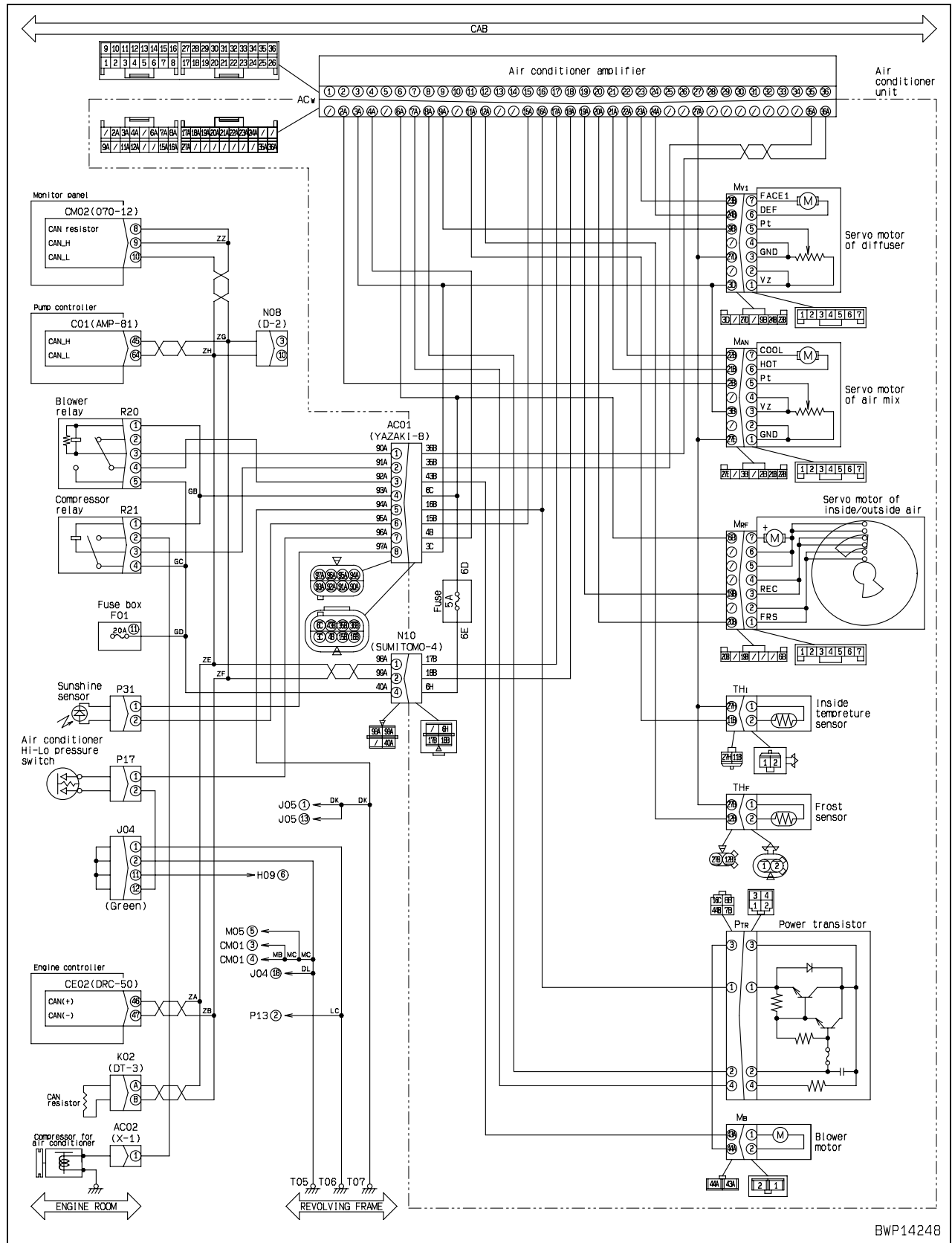
	Cause		Standard value in normal state/Remarks on troubleshooting		
	Possible causes and standard value in normal state	1	Defective air mix servomotor (Internal defect)	Air mix servomotor may be defective.	
2		Disconnection in wiring harness (Disconnection in wiring or defective contact in connector)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.		
			Wiring harness between MAM (wiring side) (1) – ACw (wiring side) (27)	Resistance	Max. 1 Ω
			Wiring harness between MAM (wiring side) (3) – ACw (wiring side) (3)	Resistance	Max. 1 Ω
			Wiring harness between MAM (wiring side) (5) – ACw (wiring side) (2)	Resistance	Max. 1 Ω
			Wiring harness between MAM (wiring side) (6) – ACw (wiring side) (21)	Resistance	Max. 1 Ω
			Wiring harness between MAM (wiring side) (7) – ACw (wiring side) (22)	Resistance	Max. 1 Ω
3		Ground fault in wiring harness (Short circuit with GND circuit)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.		
			Wiring harness between MAM (wiring side) (3) – ACw (wiring side) (3), – circuit branch end	Resistance	Min. 1 MΩ
			Wiring harness between MAM (wiring side) (5) – ACw (wiring side) (2), – circuit branch end	Resistance	Min. 1 MΩ
			Wiring harness between MAM (wiring side) (6) – ACw (wiring side) (21), – circuit branch end	Resistance	Min. 1 MΩ
			Wiring harness between MAM (wiring side) (7) – ACw (wiring side) (22), – circuit branch end	Resistance	Min. 1 MΩ
4		Hot short (Short circuit with 24V circuit) in wiring harness	★ Prepare with starting switch OFF, then turn starting switch ON and carry out troubleshooting.		
			Wiring harness between MAM (wiring side) (3) – ACw (wiring side) (3), – circuit branch end	Voltage	Max. 1 V
			Wiring harness between MAM (wiring side) (5) – ACw (wiring side) (2), – circuit branch end	Voltage	Max. 1 V
			Wiring harness between MAM (wiring side) (6) – ACw (wiring side) (21), – circuit branch end	Voltage	Max. 1 V
			Wiring harness between MAM (wiring side) (7) – ACw (wiring side) (22), – circuit branch end	Voltage	Max. 1 V
5		Defective air conditioner controller	If causes 1 – 4 are not detected, air conditioner controller may be defective. (Since trouble is in system, troubleshooting cannot be carried out.)		

Trouble	(13) Air conditioner abnormality record: Refrigerant “Abnormality”
Related information	<ul style="list-style-type: none"> <li>If “CAN disconnection” is displayed as communication condition, communication cannot be carried out normally. Accordingly, this condition is not displayed.</li> <li>Method of reproducing abnormality record: Turn starting switch ON + Turn air conditioner (A/C) switch ON.</li> </ul>

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting		
	1	Insufficient refrigerant (gas) (when system is normal)	Refrigerant (gas) may be insufficient. Check it directly.		
2	Defective high and low pressure switches (Internal disconnection)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.			
		P17 (male)		Resistance	
		Between (1) – (2)		Max. 1 Ω	
3	Disconnection in wiring harness (Disconnection in wiring or defective contact in connector)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.			
		Wiring harness between ACw (wiring side) (4) – P17 (female) (1)		Resistance	Max. 1 Ω
		Wiring harness between P17 (female) (2) – chassis ground (T06)		Resistance	Max. 1 Ω
4	Defective air conditioner controller	If causes 1 – 3 are not detected, air conditioner controller may be defective. (Since trouble is in system, troubleshooting cannot be carried out.)			



Circuit diagram related to air conditioner



BWP14248

## E-24 When starting switch is turned OFF, service meter is not displayed

Trouble	<ul style="list-style-type: none"> <li>When starting switch is turned OFF, service meter is not displayed.</li> </ul>
Related information	<ul style="list-style-type: none"> <li>While starting switch is at OFF position, if following switches are operated, service meter is displayed at top center of screen. Operation of switches: [4] + [1] (Press simultaneously)</li> </ul>

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting
	1	Defective backup power supply system	When starting switch is turned ON, if machine monitor displays nothing, backup power supply system may be defective. In this case, carry out troubleshooting for "E-1 When starting switch turned ON, machine monitor displays nothing".
2	Defective machine monitor	If cause 1 is not detected, machine monitor may be defective. (Since trouble is in system, troubleshooting cannot be carried out.)	

## E-25 Machine monitor cannot be set in service mode

Trouble	<ul style="list-style-type: none"> <li>Machine monitor cannot be set in service mode.</li> </ul>
Related information	<ul style="list-style-type: none"> <li>If following switches are operated, machine monitor is set in service mode. Operation of switches: [4] + [1] → [2] → [3] (While pressing [4], press other switches in order)</li> </ul>

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting
	1	Defective machine monitor	Machine monitor may be defective. (Since trouble is in system, troubleshooting cannot be carried out.)

## E-26 Monitoring function does not display lever control signal normally

Trouble	(1) Boom raise operation is not displayed normally by monitoring function.
Related information	<ul style="list-style-type: none"> <li>Monitoring code: 01900 Pressure switch 1</li> </ul>

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting
	1	Defective boom raise PPC pressure sensor system	

Trouble	(2) Arm curl operation is not displayed normally by monitoring function.
Related information	<ul style="list-style-type: none"> <li>Monitoring code: 01900 Pressure switch 1</li> </ul>

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting
	1	Defective arm curl PPC pressure sensor system	

Trouble	(3) Bucket curl operation is not displayed normally by monitoring function.
Related information	<ul style="list-style-type: none"> <li>Monitoring code: 01901 Pressure switch 2</li> </ul>

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting
	1	Defective bucket curl PPC pressure sensor system	

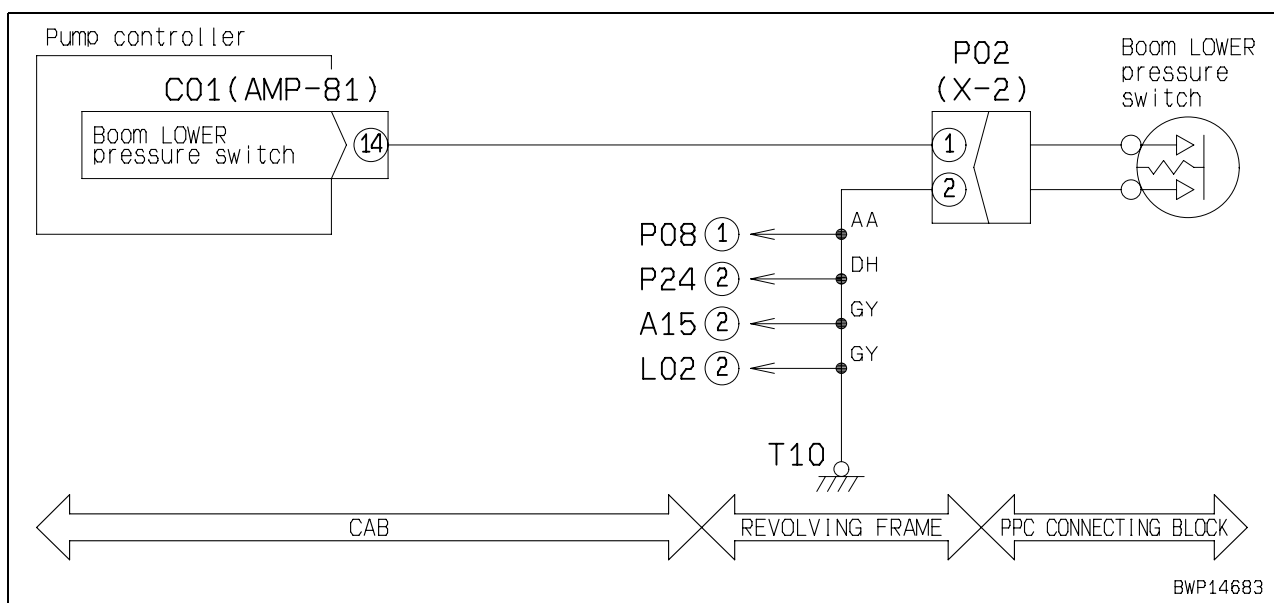
Trouble	(4) Bucket dump operation is not displayed normally by monitoring function.
Related information	<ul style="list-style-type: none"> <li>Monitoring code: 01901 Pressure switch 2</li> </ul>

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting
	1	Defective bucket dump PPC pressure sensor system	

Trouble	(5) Boom lower operation is not displayed normally by monitoring function.
Related information	<ul style="list-style-type: none"> <li>Monitoring code: 01900 Pressure switch 1</li> </ul>

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting		
	Possible causes and standard value in normal state	1	Defective boom lower PPC pressure switch (Internal disconnection or short circuit)	★ Prepare with starting switch OFF, then start engine and carry out troubleshooting.	
P02 (male)				Right work equipment control lever	Resistance
Between (1) – (2)				Neutral	Min. 1 MΩ
		Boom raise	Max. 1 Ω		
2		Disconnection in wiring harness (Disconnection in wiring or defective contact in connector)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.		
	Wiring harness between C01 (female) (14) – P02 (female) (1)		Resistance	Max. 1 Ω	
	Wiring harness between P02 (female) (2) – chassis ground (T10)		Resistance	Max. 1 Ω	
3	Ground fault in wiring harness (Short circuit with GND circuit)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.			
		Wiring harness between C01 (female) (14) – P02 (female) (1)	Resistance	Min. 1 MΩ	
4	Hot short (Short circuit with 24V circuit) in wiring harness	★ Prepare with starting switch OFF, then turn starting switch ON and carry out troubleshooting.			
		Wiring harness between C01 (female) (14) – P02 (female) (1)	Voltage	Max. 1 V	
5	Defective pump controller	★ Prepare with starting switch OFF, then start engine and carry out troubleshooting.			
		C01 (female)	Right work equipment control lever	Resistance	
		Between (14) – chassis ground	Neutral	Min. 1 MΩ	
Boom raise	Max. 1 Ω				

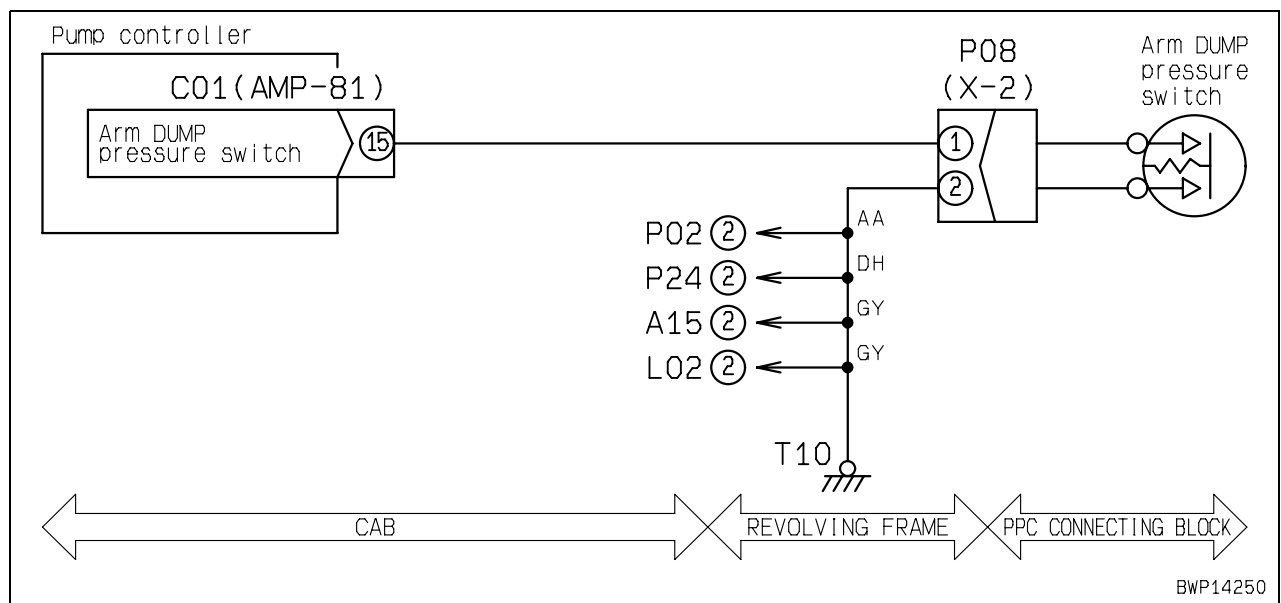
**Circuit diagram related to boom lower PPC pressure switch**



Trouble	(6) Arm dump operation is not displayed normally by monitoring function.
Related information	<ul style="list-style-type: none"> <li>Monitoring code: 01900 Pressure switch 1</li> </ul>

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting		
		1	Defective arm dump PPC pressure switch (Internal disconnection or short circuit)	★ Prepare with starting switch OFF, then start engine and carry out troubleshooting.	
P08 (male)				Left work equipment control lever	Resistance
Between (1) – (2)				Neutral	Min. 1 MΩ
		Arm dump	Max. 1 Ω		
2		Disconnection in wiring harness (Disconnection in wiring or defective contact in connector)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.		
			Wiring harness between C01 (female) (15) – P08 (female) (1)	Resistance	Max. 1 Ω
			Wiring harness between P08 (female) (2) – chassis ground (T10)	Resistance	Max. 1 Ω
3		Ground fault in wiring harness (Short circuit with GND circuit)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.		
			Wiring harness between C01 (female) (15) – P08 (female) (1)	Resistance	Min. 1 MΩ
4		Hot short (Short circuit with 24V circuit) in wiring harness	★ Prepare with starting switch OFF, then turn starting switch ON and carry out troubleshooting.		
			Wiring harness between C01 (female) (15) – P08 (female) (1)	Voltage	Max. 1 V
5		Defective pump controller	★ Prepare with starting switch OFF, then start engine and carry out troubleshooting.		
			C01 (female)	Left work equipment control lever	Resistance
			Between (15) – chassis ground	Neutral	Min. 1 MΩ
Arm dump		Max. 1 Ω			

**Circuit diagram related to arm dump PPC pressure switch**



BWP14250

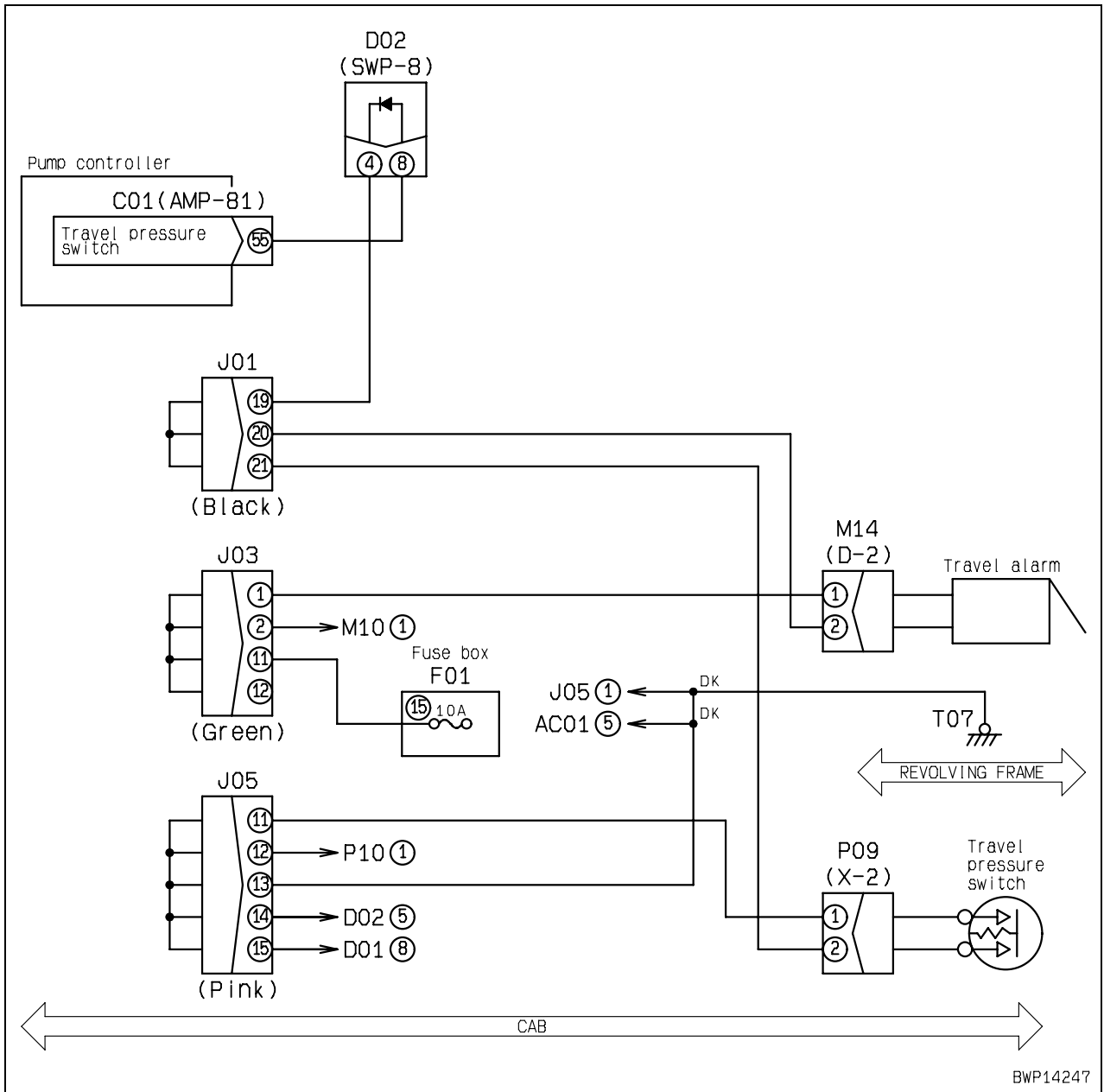
Trouble	(7) Swing operation is not displayed normally by monitoring function.
Related information	<ul style="list-style-type: none"> <li>Monitoring code: 01900 Pressure switch 1</li> </ul>

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting	
	1	Defective swing right PPC pressure sensor system	Carry out troubleshooting for failure code [DHSAMA].	
2	Defective swing left PPC pressure sensor system	Carry out troubleshooting for failure code [DHSBMA].		

Trouble	(8) Travel operation is not displayed normally by monitoring function.
Related information	<ul style="list-style-type: none"> <li>Monitoring code: 01900 Pressure switch 1</li> </ul>

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting			
	Possible causes and standard value in normal state	1	Defective travel PPC pressure switch (Internal disconnection or short circuit)	Prepare with starting switch OFF, then start engine and carry out troubleshooting.		
P09 (male)				Travel lever	Resistance	
Between (1) – (2)				Neutral	Min. 1 MΩ	
				Travel forward or reverse	Max. 1 Ω	
2		Defective assembled-type diode D02 (Internal disconnection)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.			
			D02 (male)	Continuity		
			Between (8) – (4)	There is continuity		
3		Disconnection in wiring harness (Disconnection in wiring or defective contact in connector)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.			
			Wiring harness between C01 (female) (55) – D01 (female) (8)	Resistance	Max. 1 Ω	
			Wiring harness between D01 (female) (4) – J01 – P09 (female) (2)	Resistance	Max. 1 Ω	
			Wiring harness between P09 (female) (1) – J05 – chassis ground (T07)	Resistance	Max. 1 Ω	
4		Ground fault in wiring harness (Short circuit with GND circuit)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.			
	Wiring harness between C01 (female) (55) – D01 (female) (8)		Resistance	Min. 1 MΩ		
	Wiring harness between D01 (female) (4) – J01 – P09 (female) (2), – circuit branch end		Resistance	Min. 1 MΩ		
5	Hot short (Short circuit with 24V circuit) in wiring harness	★ Prepare with starting switch OFF, then turn starting switch ON and carry out troubleshooting.				
		Wiring harness between C01 (female) (55) – D01 (female) (8)	Voltage	Max. 1 V		
6	Defective pump controller	★ Prepare with starting switch OFF, then start engine and carry out troubleshooting.				
		C01 (female)	Travel lever	Continuity		
		Between (55) – chassis ground	Neutral	No continuity		
			Travel forward or reverse	There is continuity		

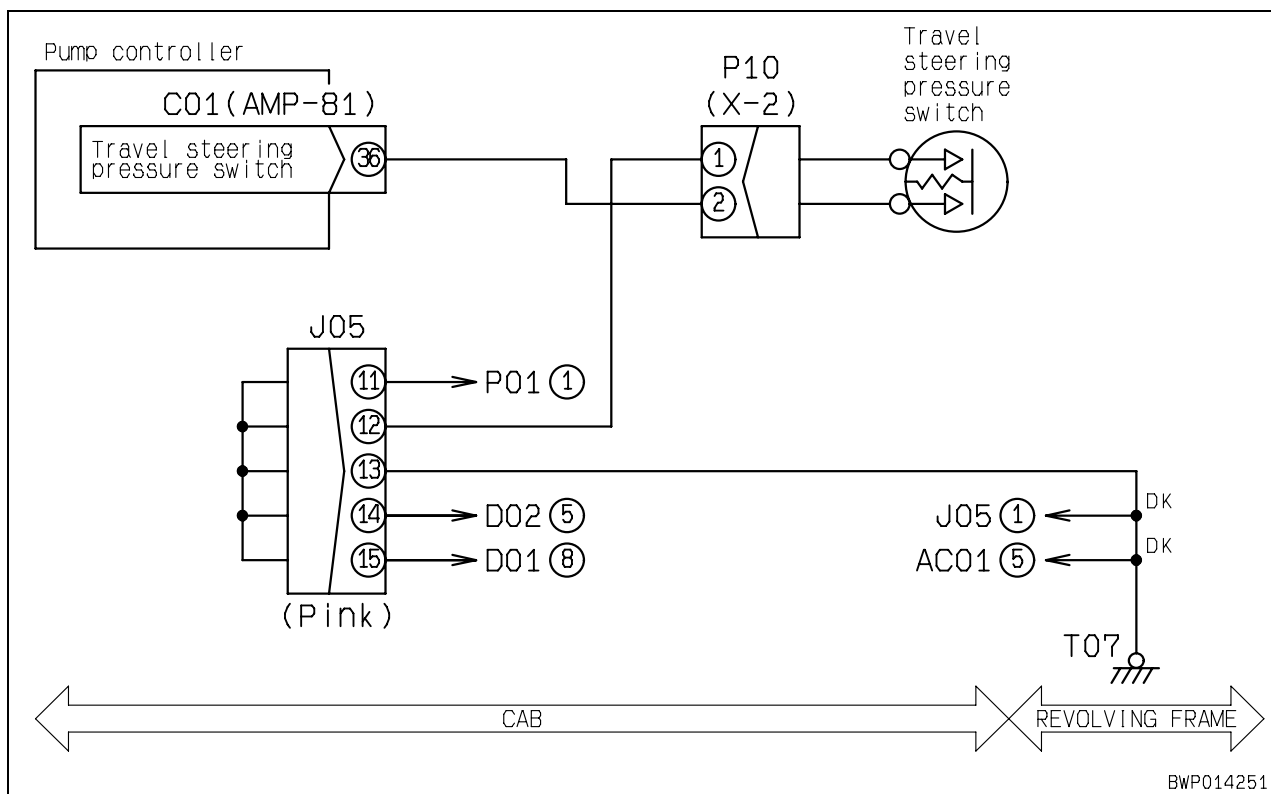
Circuit diagram related to travel PPC pressure switch and travel alarm



Trouble	(9) Travel differential pressure is not displayed normally by monitoring function.
Related information	<ul style="list-style-type: none"> <li>Monitoring code: 01901 Pressure switch 2</li> </ul>

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting			
	Possible causes and standard value in normal state	1	Defective travel steering PPC pressure switch (Internal disconnection or short circuit)	★ Prepare with starting switch OFF, then start engine and carry out troubleshooting.		
P09 (male)				Travel lever	Resistance	
Between (1) – (2)				Neutral	Min. 1 MΩ	
		Only 1 side operated	Max. 1 Ω			
2		Disconnection in wiring harness (Disconnection in wiring or defective contact in connector)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.			
	Wiring harness between C01 (female) (36) – P10 (female) (2)		Resistance	Max. 1 Ω		
	Wiring harness between P10 (female) (1) – J05 – chassis ground (T07)		Resistance	Max. 1 Ω		
3	Ground fault in wiring harness (Short circuit with GND circuit)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.				
		Wiring harness between C01 (female) (36) – P10 (female) (2)		Resistance	Min. 1 MΩ	
4	Hot short (Short circuit with 24V circuit) in wiring harness	★ Prepare with starting switch OFF, then turn starting switch ON and carry out troubleshooting.				
		Wiring harness between C01 (female) (36) – P10 (female) (2)		Voltage	Max. 1 V	
5	Defective pump controller	★ Prepare with starting switch OFF, then start engine and carry out troubleshooting.				
		C01 (female)	Travel lever	Resistance		
		Between (36) – chassis ground	Neutral	Min. 1 MΩ		
			Only one side operated	Max. 1 Ω		

**Circuit diagram related to travel steering PPC pressure switch**



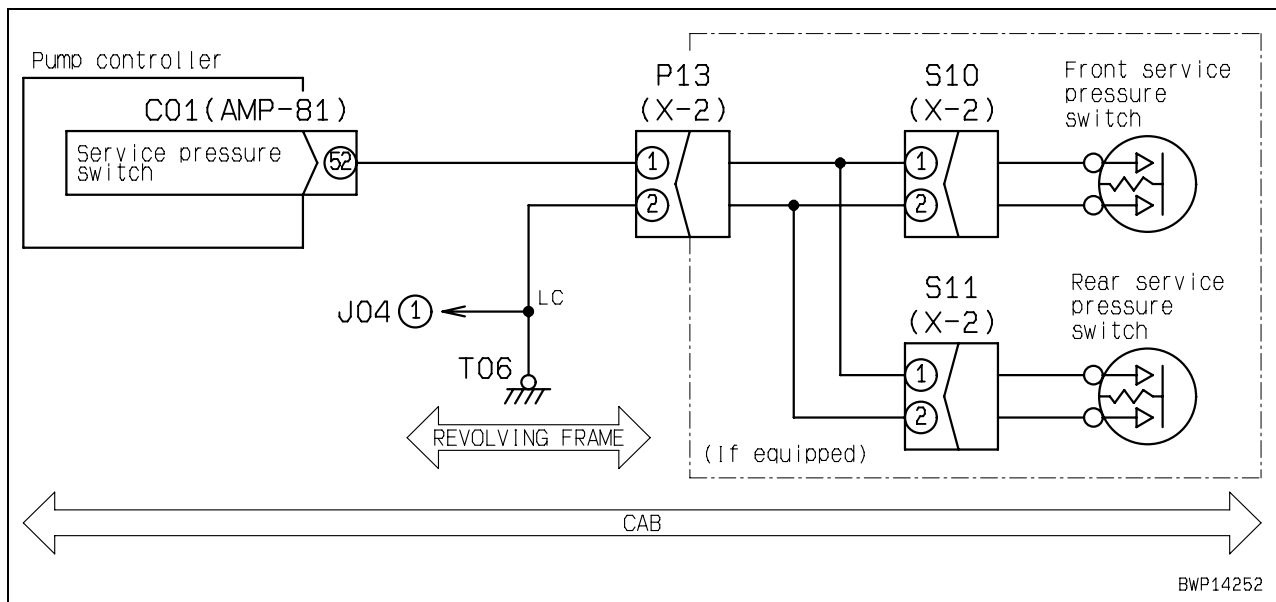
BWP014251



Trouble	(10) Service operation is not displayed normally by monitoring function.
Related information	<ul style="list-style-type: none"> <li>Monitoring code: 01901 Pressure switch 2</li> </ul>

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting			
	Possible causes and standard value in normal state	1	Defective service front PPC pressure switch (Internal disconnection or short circuit)	★ Prepare with starting switch OFF, then start engine and carry out troubleshooting.		
S10 (male)				Service pedal	Resistance	
Between (1) – (2)				Neutral	Min. 1 MΩ	
		Forward	Max. 1 Ω			
2		Defective service rear PPC pressure switch (Internal disconnection or short circuit)	★ Prepare with starting switch OFF, then start engine and carry out troubleshooting.			
			S11 (male)	Service pedal	Resistance	
			Between (1) – (2)	Neutral	Min. 1 MΩ	
Reverse		Max. 1 Ω				
3		Disconnection in wiring harness (Disconnection in wiring or defective contact in connector)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.			
			Wiring harness between C01 (female) (62) – S10 (female) (1), – S11 (female) (1)		Resistance	Max. 1 Ω
			Wiring harness between S10 (female) (2) – chassis ground (T06)		Resistance	Max. 1 Ω
4		Ground fault in wiring harness (Short circuit with GND circuit)	★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.			
			Wiring harness between C01 (female) (62) – S10 (female) (1), – S11 (female) (1)		Resistance	Min. 1 MΩ
			Wiring harness between S11 (female) (2) – chassis ground (T06)		Resistance	Max. 1 Ω
5		Hot short (Short circuit with 24V circuit) in wiring harness	★ Prepare with starting switch OFF, then turn starting switch ON and carry out troubleshooting.			
			Wiring harness between C01 (female) (62) – S10 (female) (1), – S11 (female) (1)		Voltage	Max. 1 V
6		Defective pump controller	★ Prepare with starting switch OFF, then start engine and carry out troubleshooting.			
			C01 (female)	Service pedal	Resistance	
	Between (62) – chassis ground		Neutral	Min. 1 MΩ		
Forward or reverse		Max. 1 Ω				

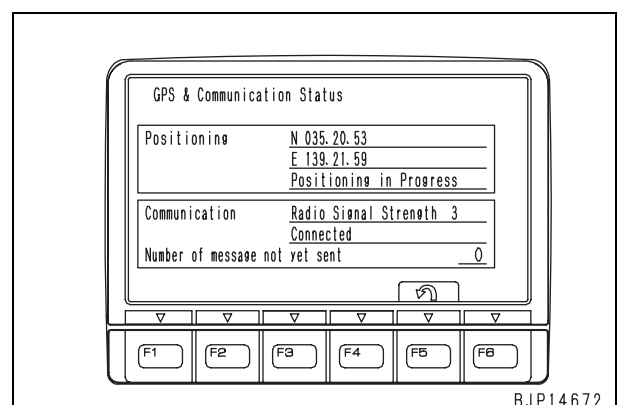
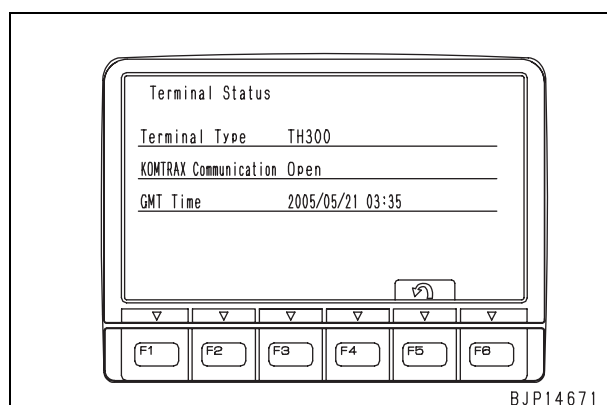
Circuit diagram related to service PPC pressure switch



### E-27 KOMTRAX system does not operate normally

Trouble	<ul style="list-style-type: none"> <li>• KOMTRAX system does not operate normally.</li> </ul>
Related information	<ul style="list-style-type: none"> <li>• If KOMTRAX system administrator makes request for checking system on machine side for trouble, carry out following troubleshooting.</li> <li>• Even if KOMTRAX system has trouble, it does not particularly appear on machine.</li> <li>• Carry out all troubleshooting on service menu screen of machine monitor.</li> </ul>

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting	
		1	Defective communication 1	★ Turn starting switch ON and check “Setting condition or terminal” screen.
Check item				Normal display
Communication start check				Completion
2		Defective GPS	★ Turn starting switch ON and check “Condition of positioning and communication” screen.	
			Check item	Normal display
			Positioning	N ###,##,## (Latitude)
				E ###,##,## (Longitude)
				In positioning
If display is abnormal, notify KOMTRAX service hot line.				
3		Defective communication environment	★ Turn starting switch ON and check “Condition of positioning and communication” screen.	
			Check item	Normal display
			Communication	Zone level 1 – Zone level 3
				In communication
			If display is abnormal, notify KOMTRAX service hot line.	
4		Defective communication 2	★ Turn starting switch ON and check “Condition of positioning and communication” screen.	
			Check item	Normal display
	Number of items not transmitted		0 – 9	



PC290LC, 290NLC-8 Hydraulic excavator

Form No. UEN00023-00

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# HYDRAULIC EXCAVATOR

## PC290LC-8 PC290NLC-8

### Machine model      Serial number

PC290LC-8	K50001 and up
PC290NLC-8	K50001 and up

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## 40 Troubleshooting

### Troubleshooting of hydraulic and mechanical system (H-mode)

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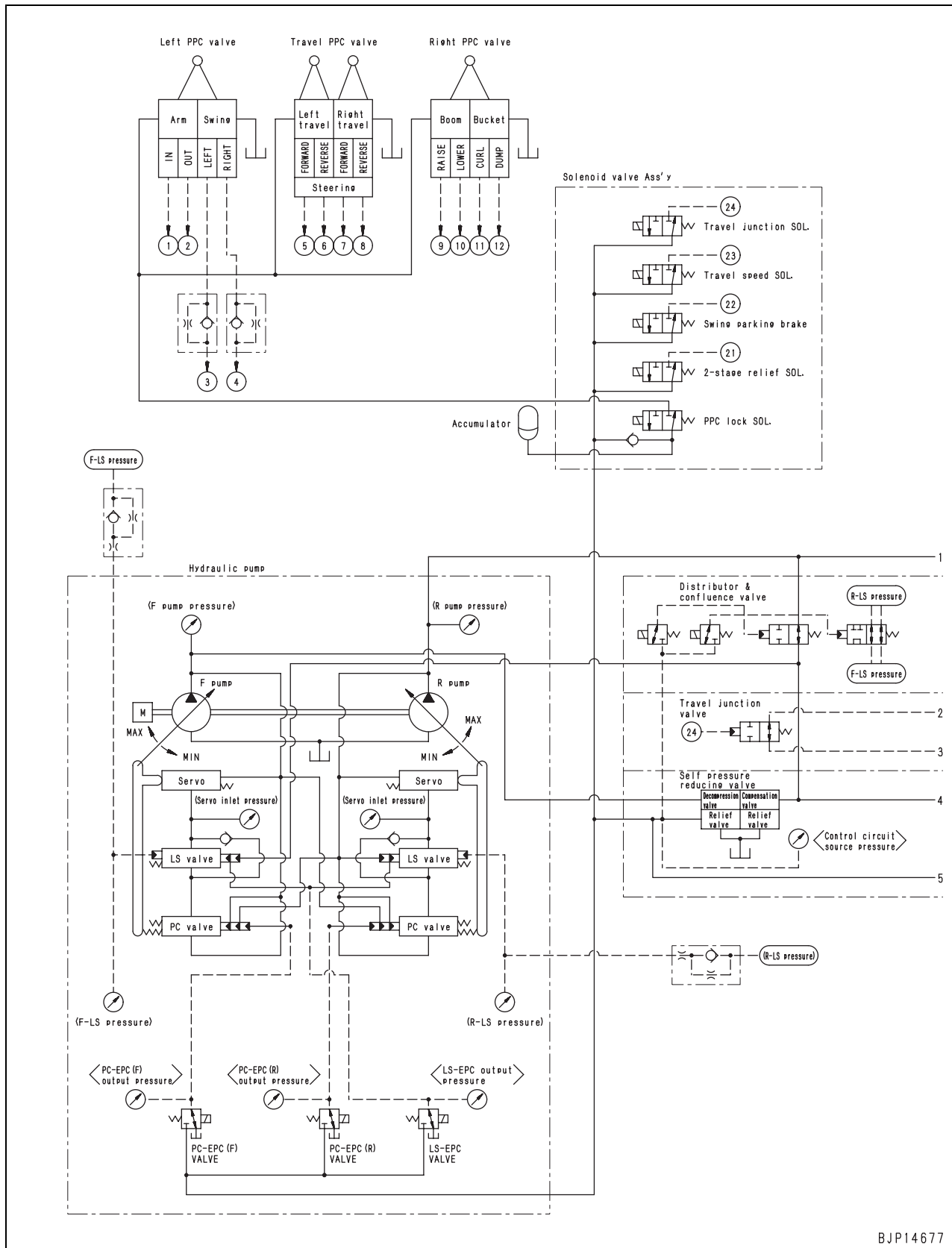
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# Troubleshooting of hydraulic and mechanical system (H-mode)

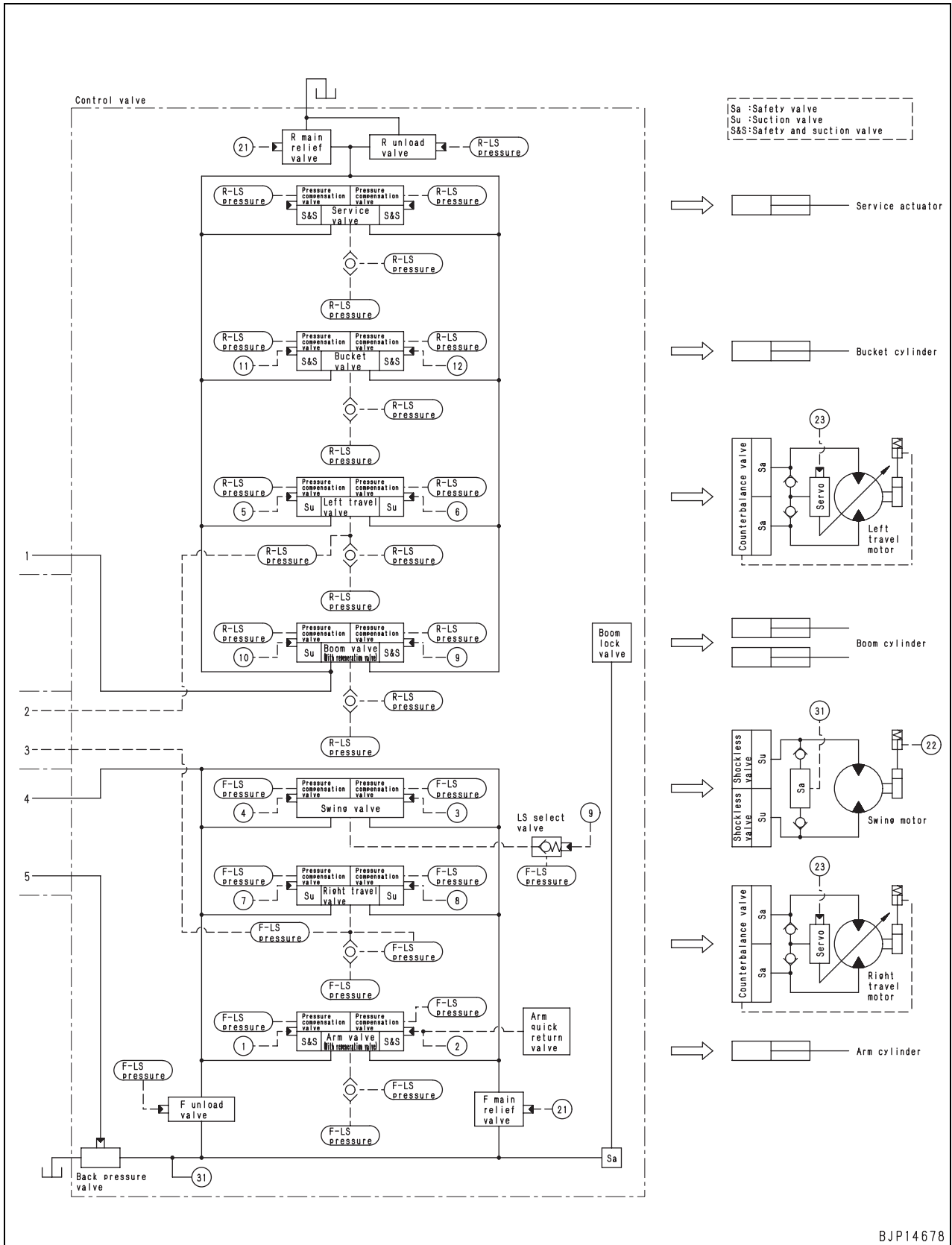
## System diagram of hydraulic and mechanical system



BJP14677



★ This system diagram is a rough general hydraulic circuit diagram made as reference material for troubleshooting of the hydraulic and mechanical systems.



### Information in troubleshooting table

★ The following information is summarized in the troubleshooting table. Before carrying out troubleshooting, understand that information fully.

Trouble	<b>Trouble which occurred in machine</b>
Related information	<b>Information related to detected trouble or troubleshooting</b>

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting
	1	<b>Possible causes of trouble (Given numbers are reference numbers, which do not indicate priority)</b>	
2			
3			
4			

## H-1 Speed or power of whole work equipment, swing, and travel is low

Trouble	• Speed or power of whole work equipment, swing, and travel is low.
Related information	• Carry out all troubleshooting in power mode (P) of working mode.

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting		
		1	Malfunction of unload valve	★ Prepare with engine stopped, then run engine at high idle and carry out troubleshooting.	
Control levers				Unload pressure	
All levers in neutral				3.5 ± 1.0 MPa {36 ± 10 kg/cm <sup>2</sup> }	
2		Defective adjustment or malfunction of main relief valve	★ Prepare with engine stopped, then run engine at high idle and carry out troubleshooting.		
			Left work equipment control lever	Main relief pressure	
			Arm curl relief	33.3 – 36.8 MPa {340 – 375 kg/cm <sup>2</sup> }	
			If oil pressure does not become normal after adjustment, main relief valve may have malfunction or internal defect. Check main relief valve directly.		
3		Malfunction of self-reducing pressure valve	★ Prepare with engine stopped, then run engine at high idle and carry out troubleshooting.		
			Control levers	Control circuit basic pressure	
			All levers in neutral	2.84 – 3.43 MPa {29 – 35 kg/cm <sup>2</sup> }	
4		Malfunction of PC-EPC valve	★ Prepare with engine stopped, then run engine at high idle and low idle and carry out troubleshooting at each speed.		
			Engine	Control lever	PC-EPC valve output pressure
			Low idle	All levers in neutral	2.9 MPa {30 kg/cm <sup>2</sup> }
			High idle		0.52 – 0.91 MPa {5.3 – 9.3 kg/cm <sup>2</sup> }
5		Defective adjustment or malfunction of PC valve	★ Prepare with engine stopped, then run engine at high idle and carry out troubleshooting.		
			Measured oil pressure	Measurement condition	Oil pressure ratio
			Pump discharge pressure	Swing lock switch: ON	1
			PC valve output pressure	Arm curl relief	Approx. 0.6 (Approx. 3/5)
	If oil pressure does not become normal after adjustment, PC valve may have malfunction or internal defect. Check PC valve directly.				
6	Malfunction of LS-EPC valve	★ Prepare with engine stopped, then run engine at high idle and carry out troubleshooting.			
		Travel speed	Travel lever	LS-EPC valve output pressure	
		Lo	Neutral	Approx. 2.9 MPa {30 kg/cm <sup>2</sup> }	
		Hi	Operated	0 MPa {0 kg/cm <sup>2</sup> }	

		Cause	Standard value in normal state/Remarks on troubleshooting		
Possible causes and standard value in normal state	7	Defective adjustment or malfunction of LS valve	★ Prepare with engine stopped, then run engine at high idle and carry out troubleshooting.		
			Measured oil pressure	Operation of levers and oil pressure ratio	
				All levers in neutral	Travel with no load (Lever operated half-way)
			Pump discharge pressure	Almost same pressure	1
			PC valve output pressure		Approx. 0.6 (Approx. 3/5)
	If oil pressure does not become normal after adjustment, LS valve may have malfunction or internal defect. Check LS valve directly.				
8	Malfunction of servo piston	Servo piston may have malfunction. Check it directly.			
9	Defective piston pump	Cause may be lowering of performance, malfunction, or internal defect of piston pump.			

## H-2 Engine speed lowers extremely or engine stalls

Trouble	• Engine speed lowers extremely or engine stalls.
Related information	• Carry out all troubleshooting in power mode (P) of working mode.

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting		
		1	Defective adjustment or malfunction of main relief valve	★ Prepare with engine stopped, then run engine at high idle and carry out troubleshooting.	
Left work equipment control lever				Main relief pressure	
Arm curl relief				33.3 – 36.8 MPa {340 – 375 kg/cm <sup>2</sup> }	
If oil pressure does not become normal after adjustment, main relief valve may have malfunction or internal defect. Check main relief valve directly.					
2		Malfunction of PC-EPC valve	★ Prepare with engine stopped, then run engine at high idle and low idle and carry out troubleshooting at each speed.		
			Engine	Control lever	PC-EPC valve output pressure
			Low idle	All levers in neutral	2.9 MPa {30 kg/cm <sup>2</sup> }
			High idle		0.52 – 0.91 MPa {5.3 – 9.3 kg/cm <sup>2</sup> }
3		Defective adjustment or malfunction of PC valve	★ Prepare with engine stopped, then run engine at high idle and carry out troubleshooting.		
			Measured oil pressure	Measurement condition	Oil pressure ratio
			Pump discharge pressure	Swing lock switch: ON	1
			PC valve output pressure		Arm curl relief
			If oil pressure does not become normal after adjustment, PC valve may have malfunction or internal defect. Check PC valve directly.		
4		Defective adjustment or malfunction of LS valve	★ Prepare with engine stopped, then run engine at high idle and carry out troubleshooting.		
			Measured oil pressure	Operation of levers and oil pressure ratio	
				All levers in neutral	Travel with no load (Lever operated half-way)
			Pump discharge pressure	Almost same pressure	1
			PC valve output pressure		Approx. 0.6 (Approx. 3/5)
			If oil pressure does not become normal after adjustment, LS valve may have malfunction or internal defect. Check LS valve directly.		
5		Clogging of orifice or filter in servo devices	Orifices or filters in pump servo devices may be clogged. Check them directly.		
6	Malfunction of servo piston	Servo piston may have malfunction. Check it directly.			

### H-3 Work equipment, swing, and travel systems do not work

Trouble	• Whole work equipment, swing, and travel systems do not work.
Related information	• Carry out all troubleshooting in power mode (P) of working mode.

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting	
	1	Malfunction of PPC lock solenoid valve	★ Prepare with engine stopped, then run engine at high idle and carry out troubleshooting.	
Lock lever			PPC lock solenoid valve output pressure	
Lock			0 MPa {0 kg/cm <sup>2</sup> }	
Free			2.9 MPa {30 kg/cm <sup>2</sup> }	
2	Malfunction of self pressure reducing valve	★ Prepare with engine stopped, then run engine at high idle and carry out troubleshooting.		
		Control lever	Control circuit basic pressure	
		All levers in neutral	2.84 – 3.43 MPa {29 – 35 kg/cm <sup>2</sup> }	
3	Defective piston pump	Piston pump may have malfunction or internal defect. Check it by following method. 1) Remove pump discharge pressure pickup plugs (F and R). 2) Crank engine at flywheel (manually). 3) If oil flows out of pickup plugs, piston pump is normal.		
4	Defective damper	Pump shaft may not revolve because of defect in damper. Check damper directly.		

### H-4 Abnormal sound comes out from around hydraulic pump

Trouble	• Abnormal sound comes out from around hydraulic pump
Related information	

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting	
	1	Lowering of hydraulic oil level	Hydraulic oil level may be low. Check it directly.	
2	Defective hydraulic oil	Air may be in hydraulic oil. Check oil directly.		
3	Clogging of hydraulic tank cap	Negative pressure may be generated in hydraulic tank because of clogged hydraulic tank cap. Check cap directly.		
4	Clogging of hydraulic tank strainer	Negative pressure may be generated in suction circuit because of clogged hydraulic tank strainer. Check strainer directly.		
5	Defective piston pump	Piston pump may have internal defect. Check it directly.		

## H-5 Auto-decelerator does not operate

Trouble	<ul style="list-style-type: none"> <li>Auto-decelerator does not operate.</li> </ul>
Related information	<ul style="list-style-type: none"> <li>Carry out this troubleshooting if auto-decelerator does not operate when travel lever is operated. Shuttle valve (in PPC valve) is installed between PPC valve and oil pressure switch of only in travel circuit.</li> <li>Carry out all troubleshooting in power mode (P) of working mode.</li> </ul>

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting	
	1	Malfunction of travel PPC valve (shuttle valve)	★ Prepare with engine stopped, then run engine at high idle and carry out troubleshooting.	
Travel lever			PPC valve output pressure	
Neutral			0 MPa {0 kg/cm <sup>2</sup> }	
Forward Reverse			2.84 – 3.43 MPa {29 – 35 kg/cm <sup>2</sup> }	

## H-6 Fine control performance or response is low

Trouble	<ul style="list-style-type: none"> <li>Fine control performance or response is low.</li> </ul>
Related information	<ul style="list-style-type: none"> <li>Carry out all troubleshooting in power mode (P) of working mode.</li> </ul>

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting		
	1	Malfunction of LS-EPC valve	★ Prepare with engine stopped, then run engine at high idle and carry out troubleshooting.		
Travel speed			Travel lever	LS-EPC valve output pressure	
Lo			Neutral	Approx. 2.9 MPa {Approx. 30 kg/cm <sup>2</sup> }	
Hi			Operated	0 MPa {0 kg/cm <sup>2</sup> }	
2	Clogging of LS circuit orifice	Orifice of LS circuit (between pump – piping – control valve) may be clogged. Check it directly.			
3	Defective adjustment or malfunction of LS valve	★ Prepare with engine stopped, then run engine at high idle and carry out troubleshooting.			
		Measured oil pressure	Operation of levers and oil pressure ratio		
			All levers in neutral	Travel with no load (Lever operated half-way)	
		Pump discharge pressure	Almost same pressure	1	
PC valve output pressure	Approx. 0.6 (Approx. 3/5)				
If oil pressure does not become normal after adjustment, LS valve may have malfunction or internal defect. Check LS valve directly.					
4	Malfunction of servo piston	Servo piston may have malfunction. Check it directly.			

## H-7 Speed or power of boom is low

Trouble	• Speed or power of boom is low
Related information	• Carry out all troubleshooting in power mode (P) of working mode.

	Cause		Standard value in normal state/Remarks on troubleshooting	
	Possible causes and standard value in normal state	1	Malfunction of right PPC valve (boom circuit)	★ Prepare with engine stopped, then run engine at high idle and carry out troubleshooting.
Right work equipment control lever				PPC valve output pressure
Neutral				0 MPa {0 kg/cm <sup>2</sup> }
Boom raise Boom lower				2.84 – 3.43 MPa {29 – 35 kg/cm <sup>2</sup> }
2		Malfunction of merge-divider main EPC valve	Merge-divider main EPC valve may have malfunction. Check it directly.	
3		Malfunction of merge-divider LS-EPC valve	Merge-divider LS-EPC valve may have malfunction. Check it directly.	
4		Malfunction of merge-divider main valve	Merge-divider main valve may have malfunction. Check it directly.	
5		Malfunction of merge-divider LS valve	Merge-divider LS valve may have malfunction. Check it directly.	
6		Malfunction of boom control valve (spool)	Spool of boom control valve may have malfunction. Check it directly.	
7		Malfunction of boom control valve (pressure compensation valve)	Pressure compensation valve of boom control valve may have malfunction. Check it directly.	
8		Malfunction of boom control valve (regeneration valve)	Regeneration valve of boom control valve may have malfunction. Check it directly.	
9		Malfunction of boom control valve (lock valve)	Lock valve of boom control valve may have malfunction. Check it directly.	
10		Malfunction or defective seal of safety valve for lock valve	Safety valve for lock valve may have malfunction or defective seal. Check it directly.	
11		Malfunction or defective seal of boom control valve (suction valve)	Suction valve of boom control valve may have malfunction or defective seal. Check it directly.	
12	Malfunction or defective seal of boom control valve (safety-suction valve)	Safety-suction valve of boom control valve may have malfunction or defective seal. Check it directly.		
13	Malfunction of each control valve (LS shuttle valve)	LS shuttle valve of left travel control valve, bucket control valve, or service control valve may have malfunction. Check it directly.		
14	Defective boom cylinder	★ Prepare with engine stopped, then run engine at high idle and carry out troubleshooting.		
		Right work equipment control lever	Leakage from boom cylinder	
		Boom raise relief	20 cc/min	



## H-8 Speed or power of arm is low

Trouble	• Speed or power of arm is low			
Related information	• Carry out all troubleshooting in power mode (P) of working mode.			
Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting	
	1	Malfunction of left PPC valve (arm circuit)	★ Prepare with engine stopped, then run engine at high idle and carry out troubleshooting.	
			Left work equipment control lever	PPC valve output pressure
			Neutral	0 MPa {0 kg/cm <sup>2</sup> }
			Arm curl Arm dump	2.84 – 3.43 MPa {29 – 35 kg/cm <sup>2</sup> }
	2	Malfunction of merge-divider main EPC valve	Merge-divider main EPC valve may have malfunction. Check it directly.	
	3	Malfunction of merge-divider LS-EPC valve	Merge-divider LS-EPC valve may have malfunction. Check it directly.	
	4	Malfunction of merge-divider main valve	Merge-divider main valve may have malfunction. Check it directly.	
	5	Malfunction of merge-divider LS valve	Merge-divider LS valve may have malfunction. Check it directly.	
	6	Malfunction of arm control valve (spool)	Spool of arm control valve may have malfunction. Check it directly.	
	7	Malfunction of arm control valve (pressure compensation valve)	Pressure compensation valve of arm control valve may have malfunction. Check it directly.	
	8	Malfunction of arm control valve (regeneration valve)	Regeneration valve of arm control valve may have malfunction. Check it directly.	
	9	Malfunction of arm control valve (quick return valve)	Quick return valve of arm control valve may have malfunction. Check it directly.	
	10	Malfunction or defective seal of safety valve for lock valve	Safety valve for lock valve may have malfunction or defective seal. Check it directly.	
11	Malfunction or defective seal of arm control valve (suction valve)	Suction valve of arm control valve may have malfunction or defective seal. Check it directly.		
12	Malfunction or defective seal of arm control valve (safety-suction valve)	Safety-suction valve of arm control valve may have malfunction or defective seal. Check it directly.		
13	Malfunction of each control valve (LS shuttle valve)	LS shuttle valve of right travel control valve, boom control valve, left travel control valve, bucket control valve, or service control valve may have malfunction. Check it directly.		
14	Defective arm cylinder	★ Prepare with engine stopped, then run engine at high idle and carry out troubleshooting.		
		Left work equipment control lever	Leakage from arm cylinder	
		Arm curl relief	20 cc/min	

### H-9 Speed or power of bucket is low

Trouble	• Speed or power of bucket is low.
Related information	• Carry out all troubleshooting in power mode (P) of working mode.

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting	
	Possible causes and standard value in normal state	1	Malfunction of right PPC valve (bucket circuit)	★ Prepare with engine stopped, then run engine at high idle and carry out troubleshooting.
Right work equipment control lever				PPC valve output pressure
Neutral				0 MPa {0 kg/cm <sup>2</sup> }
Bucket curl Bucket dump				2.84 – 3.43MPa {29 – 35 kg/cm <sup>2</sup> }
2		Malfunction of bucket control valve (spool)	Spool of bucket control valve may have malfunction. Check it directly.	
3		Malfunction of bucket control valve (pressure compensation valve)	Pressure compensation valve of bucket control valve may have malfunction. Check it directly.	
4	Malfunction or defective seal of bucket control valve (safety-suction valve)	Safety-suction valve of bucket control valve may have malfunction or defective seal. Check it directly.		
5	Malfunction of service control valve (LS shuttle valve)	LS shuttle valve of service control valve may have malfunction. Check it directly.		
6	Defective bucket cylinder	★ Prepare with engine stopped, then run engine at high idle and carry out troubleshooting.		
		Right work equipment control lever	Leakage from bucket cylinder	
		Bucket curl relief	20 cc/min	

### H-10 Work equipment does not move singly

Trouble	(1) Boom does not move singly. (2) Arm does not move singly. (3) Bucket does not move singly.
Related information	• Carry out all troubleshooting in power mode (P) of working mode.

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting	
	Possible causes and standard value in normal state	1	Malfunction of PPC valve	★ Prepare with engine stopped, then run engine at high idle and carry out troubleshooting.
Work equipment control lever				PPC valve output pressure
Neutral				0 MPa {0 kg/cm <sup>2</sup> }
Operated				2.84 – 3.43 MPa {29 – 35 kg/cm <sup>2</sup> }
2	Malfunction of control valve (spool)	Spool of control valve may have malfunction. Check it directly.		

## H-11 Hydraulic drift of work equipment is large

Trouble	(1) Hydraulic drift of boom is large.
Related information	<ul style="list-style-type: none"> <li>Carry out all troubleshooting in power mode (P) of working mode.</li> </ul>

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting	
	1	Defective boom cylinder	★ Prepare with engine stopped, then run engine at high idling and carry out troubleshooting.	
Right work equipment control lever			Leakage from boom cylinder	
Boom raise relief			20 cc/min	
2	Defective seal of boom control valve (lock valve)	Seal of lock valve of boom control valve may be defective. Check it directly.		
3	Defective seal of safety valve for lock valve	Seal of safety valve for lock valve may be defective. Check it directly.		

Trouble	(2) Hydraulic drift of arm is large.
Related information	<ul style="list-style-type: none"> <li>Carry out all troubleshooting in power mode (P) of working mode.</li> </ul>

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting	
	1	Defective arm cylinder	★ Prepare with engine stopped, then run engine at high idle and carry out troubleshooting.	
Left work equipment control lever			Leakage from arm cylinder	
Arm curl relief			20 cc/min	
2	Defective seal of arm control valve (spool)	Seal of arm control valve spool may be defective. Check it directly.		
3	Defective seal of arm control valve (pressure compensation valve)	Seal of pressure compensation valve of arm control valve may be defective. Check it directly.		
4	Defective seal of arm control valve (suction valve)	Seal of suction valve of arm control valve may be defective. Check it directly. ★ This suction valve may be checked by replacing it with another suction valve and seeing change of condition.		
5	Defective seal of safety valve for lock valve	Seal of safety valve for lock valve may be defective. Check it directly.		

Trouble	(3) Hydraulic drift of bucket is large.
Related information	<ul style="list-style-type: none"> <li>Carry out all troubleshooting in power mode (P) of working mode.</li> </ul>

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting	
	1	Defective bucket cylinder	★ Prepare with engine stopped, then run engine at high idle and carry out troubleshooting.	
Left work equipment control lever			Leakage from bucket cylinder	
Bucket curl relief			20 cc/min	
2		Defective seal of bucket control valve (spool)	Seal of bucket control valve spool may be defective. Check it directly.	
3	Defective seal of bucket control valve (pressure compensation valve)	Seal of pressure compensation valve of bucket control valve may be defective. Check it directly.		
4	Defective seal of bucket control valve (safety-suction valve)	Seal of safety-suction valve of bucket control valve may defective. Check it directly. ★ Safety-suction valves on bottom side and head side may be checked by replacing them with each other and seeing change of condition.		

## H-12 Time lag of work equipment is large

Trouble	• Time lag of work equipment is large.
Related information	• Carry out all troubleshooting in power mode (P) of working mode.

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting		
	1	Malfunction of LS-EPC valve	★ Prepare with engine stopped, then run engine at high idle and carry out troubleshooting.		
Travel speed			Travel lever	LS-EPC valve output pressure	
Lo			Neutral	Approx. 2.9 MPa {Approx. 30 kg/cm <sup>2</sup> }	
Hi			Operated	0 MPa {0 kg/cm <sup>2</sup> }	
2	Malfunction of control valve (regeneration valve) [Boom and arm only]	Regeneration valve of control valve may have malfunction. Check it directly.			
3	Malfunction of control valve (safety-suction valve)	Safety-suction valve of control valve may have malfunction. Check it directly. ★ This safety-suction valve may be checked by replacing it with safety-suction valve of normal control valve and seeing change of condition. (Set pressure of safety-suction valve for boom head circuit is different, however.)			
4	Malfunction of control valve (pressure compensation valve)	Pressure compensation valve of control valve may have malfunction. Check it directly.			

## H-13 When part of work equipment is relieved singly, other parts of work equipment move

Trouble	• When part of work equipment is relieved singly, other parts of work equipment move
Related information	

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting
	1	Defective seal of control valve (pressure compensation valve) on moving side	

### H-14 Power maximizing function does not work

Trouble	• Power maximizing function does not work.
Related information	• Carry out all troubleshooting in power mode (P) of working mode.

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting	
	1	Malfunction of 2-stage relief solenoid valve	★ Prepare with engine stopped, then run engine at high idle and carry out troubleshooting.	
Swing lock switch			2-stage relief solenoid valve output pressure	
OFF			0 MPa {0 kg/cm <sup>2</sup> }	
ON			2.9 MPa {30 kg/cm <sup>2</sup> }	
2	Malfunction of main relief valve	Main relief valve may have malfunction. Check it directly.		

### H-15 In compound operation of work equipment, speed of part loaded more is low

Trouble	• In compound operation of work equipment, speed of part loaded more is low.
Related information	

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting		
	1	Malfunction of control valve (pressure compensation valve) on less load side	Pressure compensation valve of control valve on less load side may have malfunction. Check it directly.		
Compound operation			Larger load side	Less load side	
Boom raise + Arm curl			Boom raise	Arm curl	
Boom raise + Arm dump			Arm dump	Boom raise	
Boom raise + Bucket curl			Boom raise	Bucket curl	
Arm dump + Bucket curl			Arm dump	Bucket curl	
Boom lower + Arm dump			Arm dump	Boom lower	

## H-16 When machine swings and raises boom simultaneously, boom rising speed is low

Trouble	• When machine swings and raises boom simultaneously, boom rising speed is low.		
Related information	• If speed of single boom raise operation is also low, carry out troubleshooting for "H-7 Speed or power of boom is low" first.		
Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting
	1	Malfunction or defective seal of swing control valve (LS selector valve)	

## H-17 When machine swings and travels simultaneously, travel speed lowers largely

Trouble	• When machine swings and travels simultaneously, travel speed lowers largely.		
Related information	• If speed of single travel operation is also low, carry out troubleshooting for "H-19 Travel speed is low" first.		
Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting
	1	Malfunction of each control valve (LS shuttle valve)	

## H-18 Machine deviates during travel

Trouble	• Machine deviates during travel.
Related information	• Carry out all troubleshooting in power mode (P) of working mode.

	Cause		Standard value in normal state/Remarks on troubleshooting			
	Possible causes and standard value in normal state	1	Malfunction of travel PPC valve	★ Prepare with engine stopped, then run engine at high idle and carry out troubleshooting.		
Travel lever				PPC valve output pressure		
Neutral				0 MPa {0 kg/cm <sup>2</sup> }		
Forward Reverse				2.84 – 3.43 MPa {29 – 35 kg/cm <sup>2</sup> }		
2		Malfunction of self pressure reducing valve	★ Prepare with engine stopped, then run engine at high idle and carry out troubleshooting.			
			Control lever	Control circuit basic pressure		
			All levers in neutral	2.84 – 3.43 MPa {29 – 35 kg/cm <sup>2</sup> }		
3		Defective adjustment or malfunction of LS valve	★ Prepare with engine stopped, then run engine at high idle and carry out troubleshooting.			
			Measured oil pressure	Operation of levers and oil pressure ratio		
				All levers in neutral	Travel with no load (Lever operated half-way)	
			Pump discharge pressure	Almost same pressure	1	
			PC valve output pressure		Approx. 0.6 (Approx. 3/5)	
			If oil pressure does not become normal after adjustment, LS valve may have malfunction or internal defect. Check LS valve directly.			
4		Malfunction of travel junction solenoid valve	★ Prepare with engine stopped, then run engine at high idle and carry out troubleshooting.			
			Travel lever	Travel junction solenoid valve output pressure		
	Both sides in neutral		0 MPa {0 kg/cm <sup>2</sup> }			
	Either side operated		2.9 MPa {30 kg/cm <sup>2</sup> }			
5	Malfunction of travel junction valve	Travel junction valve may have malfunction. Check it directly.				
6	Malfunction of travel control valve (spool)	Spool of travel control valve may have malfunction. Check it directly.				
7	Defective travel motor	★ Prepare with engine stopped, then run engine at high idle and carry out troubleshooting.				
		Travel lever	Leakage from travel motor			
		Travel relief	27.2 ℓ/min			
8	Defective final drive	Final drive may have internal defect. Check it directly. ★ It may be checked by abnormal sound, abnormal heating, metal chips in drain oil, etc.				



## H-19 Travel speed is low

Trouble	• Travel speed is low.				
Related information	• Carry out all troubleshooting in power mode (P) of working mode.				
Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting		
	1	Malfunction of travel PPC valve	★ Prepare with engine stopped, then run engine at high idle and carry out troubleshooting.		
			Travel lever	PPC valve output pressure	
			Neutral	0 MPa {0 kg/cm <sup>2</sup> }	
			Forward Reverse	2.84 – 3.43 MPa {29 – 35 kg/cm <sup>2</sup> }	
	2	Malfunction of self pressure reducing valve	★ Prepare with engine stopped, then run engine at high idle and carry out troubleshooting.		
			Control lever	Control circuit basic pressure	
			All levers in neutral	2.84 – 3.43 MPa {29 – 35 kg/cm <sup>2</sup> }	
	3	Malfunction of LS-EPC valve	★ Prepare with engine stopped, then run engine at high idle and carry out troubleshooting.		
			Measured oil pressure	Travel lever	LS-EPC valve output pressure
			Lo	Neutral	Approx. 2.9 MPa {Approx. 30 kg/cm <sup>2</sup> }
			Hi	Operated	0 MPa {0 kg/cm <sup>2</sup> }
	4	Malfunction of travel control valve (spool)	Spool of travel control valve may have malfunction. Check it directly.		
	5	Malfunction of travel control valve (pressure compensation valve)	Pressure compensation valve of control valve may have malfunction. Check it directly.		
6	Malfunction of travel control valve (suction valve)	Suction valve of control valve may have malfunction. Check it directly.			
7	Malfunction of bucket control valve (LS shuttle valve)	LS shuttle valve of bucket control valve may have malfunction. Check it directly.			
8	Defective travel motor	★ Prepare with engine stopped, then run engine at high idle and carry out troubleshooting.			
		Travel lever	Leakage from travel motor		
		Travel relief	27.2 ℓ/min		
9	Defective final drive	Final drive may have internal defect. Check it directly. ★ It may be checked by abnormal sound, abnormal heating, metal chips in drain oil, etc.			

## H-20 Machine is not steered well or steering power is low

Trouble	• Machine is not steered well or steering power is low
Related information	• Carry out all troubleshooting in power mode (P) of working mode.

	Cause		Standard value in normal state/Remarks on troubleshooting	
	Possible causes and standard value in normal state	1	Malfunction of travel PPC valve (steering spool)	★ Prepare with engine stopped, then run engine at high idle and carry out troubleshooting.
Travel lever				PPC valve output pressure (Steering)
Both sides in neutral				0 MPa {0 kg/cm <sup>2</sup> }
Either side operated				2.84 – 3.43 MPa {29 – 35 kg/cm <sup>2</sup> }
2		Malfunction of travel junction solenoid valve	★ Prepare with engine stopped, then run engine at high idle and carry out troubleshooting.	
			Travel lever	Travel junction solenoid valve output pressure
			Both sides in neutral	0 MPa {0 kg/cm <sup>2</sup> }
			Either side operated	2.9 MPa {30 kg/cm <sup>2</sup> }
3		Malfunction of travel junction valve	Travel junction valve may have malfunction. Check it directly.	
4		Malfunction of merge-divider main EPC valve	Merge-divider main EPC valve may have malfunction. Check it directly.	
5		Malfunction of merge-divider LS-EPC valve	Merge-divider LS-EPC valve may have malfunction. Check it directly.	
6		Malfunction of merge-divider main valve	Merge-divider main valve may have malfunction. Check it directly.	
7		Malfunction of merge-divider LS valve	Merge-divider LS valve may have malfunction. Check it directly.	
8		Malfunction of travel control valve (spool)	Spool of travel control valve may have malfunction. Check it directly.	
9	Malfunction of travel control valve (pressure compensation valve)	Pressure compensation valve of travel control valve may have malfunction. Check it directly.		
10	Malfunction of travel control valve (suction valve)	Suction valve of travel control valve may have malfunction. Check it directly.		
11	Malfunction of bucket control valve (LS shuttle valve)	LS shuttle valve of bucket control valve may have malfunction. Check it directly.		
12	Defective seal of check valve of LS pressure sensing part (control valve side)	Seal of check valve of LS pressure sensing part (control valve side) may be defective. Check it directly.		
13	Defective seal of travel motor (safety valve)	Seal of safety valve of travel motor may be defective. Check it directly. ★ Motors of same type on forward and reverse sides or on right and left sides may be checked by replacing them with each other and seeing change of condition.		
14	Defective seal of travel motor (check valve)	Seal of check valve of travel motor may be defective. Check it directly. ★ Motors of same type on forward and reverse sides or on right and left sides may be checked by replacing them with each other and seeing change of condition.		

## H-21 Travel speed does not change or travel speed is low/high

Trouble	• Travel speed does not change or travel speed is low/high
Related information	• Carry out all troubleshooting in power mode (P) of working mode.

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting		
	Possible causes and standard value in normal state	1	Malfunction of LS-EPC valve	★ Run engine at high idle and carry out troubleshooting (with monitoring function).	
Travel speed				Travel lever	Monitoring code: 01500
Lo				Operated	578 mA (* Reference)
Mi					641 mA
Hi					0 mA
★ Prepare with engine stopped, then run engine at high idle and carry out troubleshooting.					
Travel speed		Travel lever	LS-EPC valve output pressure		
Lo		Neutral	Approx. 2.9 MPa {Approx. 30 kg/cm <sup>2</sup> }		
Hi		Operated	0 MPa {0 kg/cm <sup>2</sup> }		
2		Malfunction of travel speed shifting solenoid valve	★ Prepare with engine stopped, then run engine at high idle and carry out troubleshooting.		
			Travel speed	Travel lever	Travel speed shifting solenoid valve output pressure
			Lo	Neutral	0 MPa {0 kg/cm <sup>2</sup> }
Hi	Operated	Approx. 2.9 MPa {Approx. 30 kg/cm <sup>2</sup> }			
3	Malfunction of travel motor (speed shifting section)	Speed shifting section of travel motor may have malfunction. Check it directly.			

\*: Travel speed Lo can be adjusted with the adjusting function of the machine monitor. Accordingly, if the initial value has been changed, the measured value varies more or less.

## H-22 Travel system does not move (only one side)

Trouble	<ul style="list-style-type: none"> <li>Travel system does not move (only one side).</li> </ul>
Related information	<ul style="list-style-type: none"> <li>Carry out all troubleshooting in power mode (P) of working mode.</li> </ul>

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting	
	1	Defective seal of travel control valve (suction valve)	Seal of suction valve of travel control valve may have malfunction. Check it directly.	
2	Defective seal of travel motor (safety valve)	Seal of safety valve of travel control valve may have malfunction. Check it directly. ★ Motors of same type on forward and reverse sides or on right and left sides may be checked by replacing them with each other and seeing change of condition.		
3	Defective seal of travel motor (check valve)	Seal of check valve of travel control valve may have malfunction. Check it directly. ★ Motors of same type on forward and reverse sides or on right and left sides may be checked by replacing them with each other and seeing change of condition.		
4	Malfunction of travel motor (parking brake)	Parking brake of travel motor may have malfunction. Check it directly.		
5	Defective travel motor	★ Prepare with engine stopped, then run engine at high idle and carry out troubleshooting.		
		Travel lever	Leakage from travel motor	
		Travel system relief	27.2 l/min	
6	Defective final drive	Final drive may have internal defect. Check it directly. ★ It may be checked by abnormal sound, abnormal heating, metal chips in drain oil, etc.		

### H-23 Upper structure does not swing

Trouble	(1) Upper structure does not swing in either direction.
Related information	<ul style="list-style-type: none"> <li>Carry out all troubleshooting in power mode (P) of working mode.</li> </ul>

	Cause		Standard value in normal state/Remarks on troubleshooting			
	Possible causes and standard value in normal state	1	Malfunction of swing holding brake solenoid valve	★ Prepare with engine stopped, then run engine at high idle and carry out troubleshooting.		
Left work equipment control lever				Swing holding brake solenoid valve output pressure		
Neutral				0 MPa {0 kg/cm <sup>2</sup> }		
Left swing Right swing				2.9 MPa {30 kg/cm <sup>2</sup> }		
2		Malfunction of swing control valve (spool)	Spool of swing control valve may have malfunction. Check it directly.			
3		Malfunction of swing motor (parking brake)	Parking brake of swing motor may have malfunction. Check it directly.			
4		Defective adjustment or malfunction of swing motor (safety valve)	★ Prepare with engine stopped, then run engine at high idle and carry out troubleshooting.			
			Swing lock switch	Left work equipment control lever	Swing relief pressure	
			ON	Swing relief	28.9 – 32.9 MPa {295 – 335 kg/cm <sup>2</sup> }	
			If oil pressure does not become normal after adjustment, swing motor safety valve may have malfunction or internal defect. Check safety valve directly.			
5		Defective swing motor	★ Prepare with engine stopped, then run engine at high idle and carry out troubleshooting.			
			Swing lock switch	Left work equipment control lever	Leakage from swing motor	
	ON		Swing relief	Max. 10 ℓ/min		
6	Defective swing machinery	Swing machinery may have internal defect. Check it directly. ★ It may be checked by abnormal sound, abnormal heating, metal chips in drain oil, etc.				

Trouble	(2) Upper structure swings only in one direction.
Related information	<ul style="list-style-type: none"> <li>Carry out all troubleshooting in power mode (P) of working mode.</li> </ul>

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting		
	1	Malfunction of swing PPC valve	★ Prepare with engine stopped, then run engine at high idle and carry out troubleshooting.		
Left work equipment control lever			PPC valve output pressure		
Neutral			0 MPa {0 kg/cm <sup>2</sup> }		
Left swing Right swing			2.84 – 3.43 MPa {29 – 35 kg/cm <sup>2</sup> }		
2	Malfunction of swing control valve (spool)	Spool of swing control valve may have malfunction. Check it directly.			
3	Malfunction of swing motor (suction valve)	Suction valve of swing motor may have malfunction. Check it directly. ★ Suction valves on right side and left side may be checked by replacing them with each other and seeing change of condition.			
4	Malfunction of swing motor (check valve)	Check valve of swing motor may have malfunction. Check it directly. ★ Check valves on right side and left side may be checked by replacing them with each other and seeing change of condition.			

### H-24 Swing acceleration or swing speed is low

Trouble	(1) Swing acceleration or swing speed is low in both directions.
Related information	<ul style="list-style-type: none"> <li>Carry out all troubleshooting in power mode (P) of working mode.</li> </ul>

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting		
	1	Malfunction of swing control valve (spool)	Spool of swing control valve may have malfunction. Check it directly.		
2	Malfunction of all control valves (LS shuttle valves)	LS shuttle valves of all control valves may have malfunction. Check them directly.			
3	Malfunction of swing motor (parking brake)	Parking brake of swing motor may have malfunction. Check it directly.			
4	Defective adjustment or malfunction of swing motor (safety valve)	★ Prepare with engine stopped, then run engine at high idle and carry out troubleshooting.			
		Swing lock switch	Left work equipment control lever	Swing relief pressure	
		ON	Swing relief	28.9 – 32.9 MPa {295 – 335 kg/cm <sup>2</sup> }	
		If oil pressure does not become normal after adjustment, swing motor safety valve may have malfunction or internal defect. Check safety valve directly.			
5	Defective swing motor	★ Prepare with engine stopped, then run engine at high idle and carry out troubleshooting.			
		Swing lock switch	Left work equipment control lever	Leakage from swing motor	
		ON	Swing relief	Max. 10 ℓ/min	
6	Defective swing machinery	Swing machinery may have internal defect. Check it directly. ★ It may be check by abnormal sound, abnormal heating, metal chips in drain oil, etc.			

Trouble	(2) Swing acceleration or swing speed is low in only one direction.
Related information	<ul style="list-style-type: none"> <li>Carry out all troubleshooting in power mode (P) of working mode.</li> </ul>

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting		
	1	Malfunction of swing PPC valve	★ Prepare with engine stopped, then run engine at high idle and carry out troubleshooting.		
Left work equipment control lever			PPC valve output pressure		
Neutral			0 MPa {0 kg/cm <sup>2</sup> }		
Left swing Right swing			2.84 – 3.43 MPa {29 – 35 kg/cm <sup>2</sup> }		
2	Malfunction of swing control valve (spool)	Spool of swing control valve may have malfunction. Check it directly.			
3	Malfunction of swing control valve (pressure compensation valve)	Pressure compensation valve of swing control valve may have malfunction. Check it directly.			
4	Malfunction of swing motor (suction valve)	Suction valve of swing motor may have malfunction. Check it directly. ★ Suction valves on right side and left side may be checked by replacing them with each other and seeing change of condition.			
5	Malfunction of swing motor (check valve)	Check valve of swing motor may have malfunction. Check it directly. ★ Check valves on right side and left side may be checked by replacing them with each other and seeing change of condition.			

## H-25 Upper structure overruns remarkably when it stops swinging

Trouble	(1) Upper structure overruns remarkably when it stops swinging in both directions.
Related information	<ul style="list-style-type: none"> <li>Carry out all troubleshooting in power mode (P) of working mode.</li> </ul>

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting		
	1	Defective adjustment or malfunction of swing motor (safety valve)	<ul style="list-style-type: none"> <li>Prepare with engine stopped, then run engine at high idle and carry out troubleshooting.</li> </ul>		
Swing lock switch			Left work equipment control lever	Swing relief pressure	
ON			Swing relief	28.9 – 32.9 MPa {295 – 335 kg/cm <sup>2</sup> }	
If oil pressure does not become normal after adjustment, swing motor safety valve may have malfunction or internal defect. Check safety valve directly.					
2	Defective swing motor	<ul style="list-style-type: none"> <li>★ Prepare with engine stopped, then run engine at high idle and carry out troubleshooting.</li> </ul>			
		Swing lock switch	Left work equipment control lever	Leakage from swing motor	
		ON	Swing relief	Max. 10 l/min	

Trouble	(2) Upper structure overruns remarkably when it stops swinging in only one direction.
Related information	<ul style="list-style-type: none"> <li>Carry out all troubleshooting in power mode (P) of working mode.</li> </ul>

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting	
	1	Malfunction of swing PPC valve	<ul style="list-style-type: none"> <li>★ Prepare with engine stopped, then run engine at high idle and carry out troubleshooting.</li> </ul>	
Left work equipment control lever			PPC valve output pressure	
Neutral			0 MPa {0 kg/cm <sup>2</sup> }	
Left swing Right swing			2.84 – 3.43 MPa {29 – 35 kg/cm <sup>2</sup> }	
2	Clogging of swing PPC slow return valve	Swing PPC slow return valve may have malfunction. Check it directly. <ul style="list-style-type: none"> <li>★ Slow return valves on right side and left side may be checked by replacing them with each other and seeing change of condition.</li> </ul>		
3	Malfunction of swing control valve (spool)	Spool of swing control valve may have malfunction. Check it directly.		
4	Malfunction of swing motor (suction valve)	Suction valve of swing motor may have malfunction. Check it directly. <ul style="list-style-type: none"> <li>★ Suction valves on right side and left side may be checked by replacing them with each other and seeing change of condition.</li> </ul>		
5	Malfunction of swing motor (check valve)	Check valve of swing motor may have malfunction. Check it directly. <ul style="list-style-type: none"> <li>★ Check valves on right side and left side may be checked by replacing them with each other and seeing change of condition.</li> </ul>		



## H-26 Large shock is made when upper structure stops swinging

Trouble	• Large shock is made when upper structure stops swinging.
Related information	• Carry out all troubleshooting in power mode (P) of working mode.

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting	
	1	Malfunction of swing PPC valve	★ Prepare with engine stopped, then run engine at high idle and carry out troubleshooting.	
Left work equipment control lever			PPC valve output pressure	
Neutral			0 MPa {0 kg/cm <sup>2</sup> }	
		Left swing	2.84 – 3.43 MPa	
		Right swing	{29 – 35 kg/cm <sup>2</sup> }	
2	Clogging of swing PPC slow return valve	Swing PPC slow return valve may have malfunction. Check it directly.		
		★ Slow return valves on right side and left side may be checked by replacing them with each other and seeing change of condition.		
3	Malfunction of swing motor (shockless valve)	Shockless valve of swing motor may have malfunction. Check it directly.		

## H-27 Large sound is made when upper structure stops swinging

Trouble	• Large sound is made when upper structure stops swinging.
Related information	• Carry out all troubleshooting in power mode (P) of working mode.

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting				
	1	Malfunction of back pressure valve	Back pressure valve may have malfunction. Check it directly.				
2			Malfunction of swing motor (safety valve)	Safety valve of swing motor may have malfunction. Check it directly.			
				3	Malfunction of swing motor (suction valve)	Suction valve of swing motor may have malfunction. Check it directly.	
						★ Suction valves on right side and left side may be checked by replacing them with each other and seeing change of condition.	
4	Defective swing machinery	Swing machinery may have internal defect. Check it directly.					
		★ It may be checked by abnormal sound, abnormal heating, metal chips in drain oil, etc.					

## H-28 Hydraulic drift of swing is large

Trouble	(1) Hydraulic drift of swing is large (when swing holding brake is applied).
Related information	<ul style="list-style-type: none"> <li>When swing lock switch is turned ON or when swing holding brake release switch is in normal position, swing holding brake operates and upper structure is fixed with disc brake.</li> <li>Carry out all troubleshooting in power mode (P) of working mode.</li> </ul>

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting	
	1	Malfunction of swing holding brake solenoid valve	★ Prepare with engine stopped, then run engine at high idle and carry out troubleshooting.	
Left work equipment control lever			Swing holding brake solenoid valve output pressure	
Neutral			0 MPa {0 kg/cm <sup>2</sup> }	
Left swing Right swing			2.9 MPa {30 kg/cm <sup>2</sup> }	
2	Malfunction of swing motor (parking brake)	Parking brake of swing motor may have malfunction. Check it directly.		

Trouble	(2) Hydraulic drift of swing is large (when swing holding brake is released).
Related information	<ul style="list-style-type: none"> <li>When swing holding brake release switch is in release position, swing holding brake is released and upper structure is secured by only hydraulic pressure.</li> <li>Carry out all troubleshooting in power mode (P) of working mode.</li> </ul>

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting	
	1	Malfunction or defective seal of swing control valve (spool)	Swing control valve spool may have malfunction or defective seal. Check it directly.	
2	Defective seal of swing control valve (pressure compensation valve)	Seal of pressure compensation valve of swing control valve may be defective. Check it directly.		
3	Defective seal of swing motor (safety valve)	Seal of safety valve of swing motor may be defective. Check it directly.		
4	Defective seal of swing motor (suction valve)	Seal of suction valve of swing motor may be defective. Check it directly.		
5	Defective seal of swing motor (check valve)	Seal of check valve of swing motor may be defective. Check it directly.		
6	Defective seal of swing motor (shockless valve)	Seal of shockless valve of swing motor may be defective. Check it directly.		

## H-29 Attachment circuit is not changed

### Attachment installation specification

Trouble	<ul style="list-style-type: none"> <li>Attachment circuit is not changed.</li> </ul>
Related information	<ul style="list-style-type: none"> <li>When attachment installation specification is employed, service circuit is changed as follows according to selected working mode.               <ol style="list-style-type: none"> <li>ATT mode: Service circuit is changed to double acting circuit and safety valve is set to low pressure.</li> <li>B mode: Service circuit is changed to single acting circuit and safety valve is set to high pressure.</li> </ol> </li> <li>Safety valve set pressure on only B port side is changed; that on A port side is kept low.</li> </ul>

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting	
	1	Malfunction of ATT return selector solenoid valve	★ Prepare with engine stopped, then run engine at high idle and carry out troubleshooting.	
Working mode			ATT return selector solenoid valve output pressure	
ATT mode			0 MPa {0 kg/cm <sup>2</sup> }	
B mode			2.9 MPa {30 kg/cm <sup>2</sup> }	
2	Malfunction of ATT return selector valve	ATT return selector valve may have malfunction. Check it directly.		
3	Malfunction of service control valve (safety valve)	Safety valve (B port side) of service control valve may have malfunction. Check it directly.		

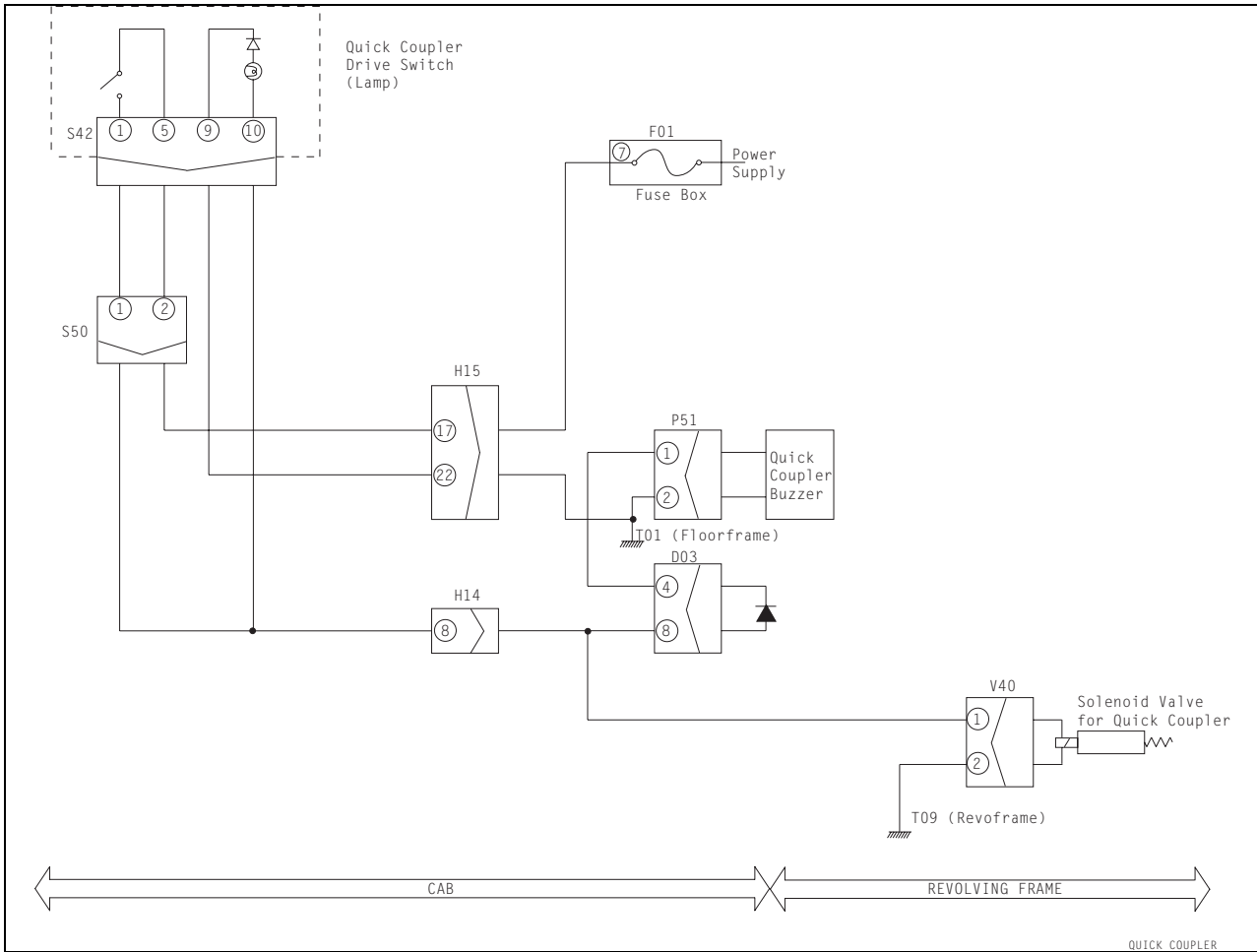
## H-30 Oil flow in attachment circuit cannot be controlled

### Attachment installation specification

Trouble	<ul style="list-style-type: none"> <li>Oil flow in attachment circuit cannot be controlled.</li> </ul>
Related information	<ul style="list-style-type: none"> <li>When attachment installation specification is employed, oil flow in service circuit changes according to selected user mode.</li> <li>Procedure for adjusting oil flow in ATT mode of working mode is different from that in B mode. For details, see Operation and Maintenance Manual.</li> </ul>

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting	
	1	Malfunction of ATT flow adjustment EPC valve	ATT flow adjustment EPC valve may have malfunction. Check it directly.	
2			Malfunction of service PPC valve	Service PPC valve may have malfunction. Check it directly.

### Quick coupler



Trouble	(1) Quick coupler cylinder will not extend		
Related information	Quick coupler block assembly has 2 cartridge valves in it, a 3 port pressure reducer to regulate the pressure to both the solenoid valve and quick coupler cylinder and a 4/2 solenoid operated directional control valve, this functions as follows: -Default position allows oil to flow to extend quick coupler cylinder [lock].		
Possible causes and standard value in normal state	Cause	Remarks on troubleshooting	
	1	Pressure setting too low for particular quick coupler	If there is insufficient pressure achieved at the quick coupler cylinder, then it won't move. Adjust pressure according to quick coupler specification (refer to Testing and Adjusting Section 30 for measuring and adjustment procedure)
	2	Power supply to solenoid coil not removed	This will result in solenoid coil being energised and oil being directed to retract the quick coupler cylinder ★ Prepare with starting switch OFF, then turn starting switch ON (but quick coupler switch OFF) and carry out troubleshooting. V40 (female) between (1) - (2). Voltage below 1V.
	3	Directional control valve malfunction	Directional control valve may have a malfunction (eg. sticking spool). Check it directly and replace complete directional control valve if necessary.
4	Malfunction of pressure reducer	This may result in insufficient pressure being available. Measure pressure as explained in "Testing and Adjusting Section 30" then check if pressure can be adjusted, if it can't replace complete pressure reducer.	

Trouble	(2) Quick coupler cylinder will not extend (but buzzer does not sound)	
Related information	Quick coupler block assembly has 2 cartridge valves in it, a 3 port pressure reducer to regulate the pressure to the both the solenoid valve and quick coupler cylinder and a 4/2 solenoid operated directional control valve, this functions as follows: -When operation switch in operators cab is in "ON" position solenoid is energised switching valve which allows oil to flow to retract quick coupler cylinder [UNLOCK]. At the same time a warning buzzer sounds and the lamp on the switch comes on.	
Possible causes and standard value in normal state	Cause	
	1	Defective solenoid coil
	2	No power supply to solenoid coil
	3	Ground fault in wiring harness (short circuit with GND circuit)
4	Directional control valve malfunction	Directional control valve may have a malfunction (eg sticking spool). Check it directly and replace the complete directional control valve if necessary.
5	Malfunction of pressure reducer	This may result in insufficient pressure being available. Measure pressure as explained in "Testing and Adjusting Section 30" then check if pressure can be adjusted, if it can't replace complete pressure reducer.
6	Pilot operated check in quick coupler falling to operate	Consult specific quick coupler manufacturer for the specification.

Trouble	(3) Buzzer does not sound (but quick coupler cylinder does retract)	
Related information	When operation switch in operators cab is in "ON" position a buzzer sounds and light on the switch comes on to warn the operator.	
Possible causes and standard value in normal state	Cause	
	1	No power supply to buzzer
2	Buzzer malfunction	If (1) above is OK then replace buzzer.

Trouble	(4) Quick coupler cylinder extends and retracts slowly	
Possible causes and standard value in normal state	Cause	
	1	Restriction in tank line
	2	Hydraulic system pressure too low
		Check that hose isn't crushed or kinked. Depending on the design of the quick coupler it may be necessary to operate the swing lever to raise the pressure in the hydraulic system.

PC290LC, 290NLC-8 Hydraulic excavator

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# HYDRAULIC EXCAVATOR

## PC290LC-8 PC290NLC-8

### Machine model      Serial number

PC290LC-8	K50001 and up
PC290NLC-8	K50001 and up

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## 40 Troubleshooting

### Troubleshooting of engine (S-mode)

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## Troubleshooting of engine (S-mode)

### Method of using troubleshooting chart

The troubleshooting chart consists of the "questions", "check items", "causes", and "troubleshooting" blocks.

The questions and check items are used to pinpoint high probability causes by simple inspection or from phenomena without using troubleshooting tools.

Next, troubleshooting tools or direct inspection are applied to check the narrowed causes in order from the most probable one to make final confirmation according to the troubleshooting procedure.

**[Questions]**

Items to be drawn from the user or operator. They correspond to **A** and **B** in the chart on the right. The items in **A** are basic ones. The items in **B** can be drawn from the user or operator, depending on their level.

**[Check items]**

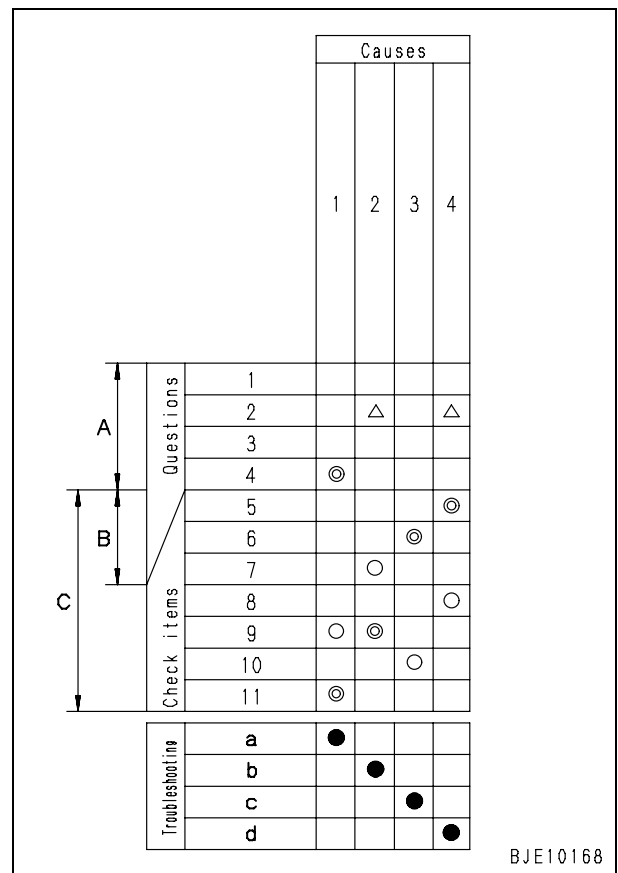
Simple check items used by the serviceman to narrow the causes. They correspond to **C** in the chart on the right.

**[Causes]**

Items to be narrowed from the questions and check items. The serviceman narrows down the probable causes from **A**, **B**, and **C**.

**[Troubleshooting]**

Items used to find out the true cause by verifying the narrowed causes finally in order from the most probable one by applying troubleshooting tools or direct inspection.



Items listed in the [Questions] and [Check items] and related to the [Causes] are marked with △, ○, and ◎.

△ : Causes to be referred to for questions and check items

○ : Causes related to questions and check items

◎ : Causes highly probable among ones marked with ○

- ★ When narrowing the "causes", apply the items marked with ◎ before those marked with ○. When narrowing the causes, do not apply the items marked with △. (If no items have other marks and the causes cannot be narrowed, however, you may apply them.)

<Example of troubleshooting> Exhaust gas is black

Let us assume that [Clogged air cleaner] is taken to be the cause of black exhaust gas. Three symptoms have causal relationship with this problem: [Exhaust gas slowly became black], [Power slowly became weaker], and [Air cleaner clogging caution lamp is flashing].

S-7 Exhaust smoke is black (incomplete combustion)

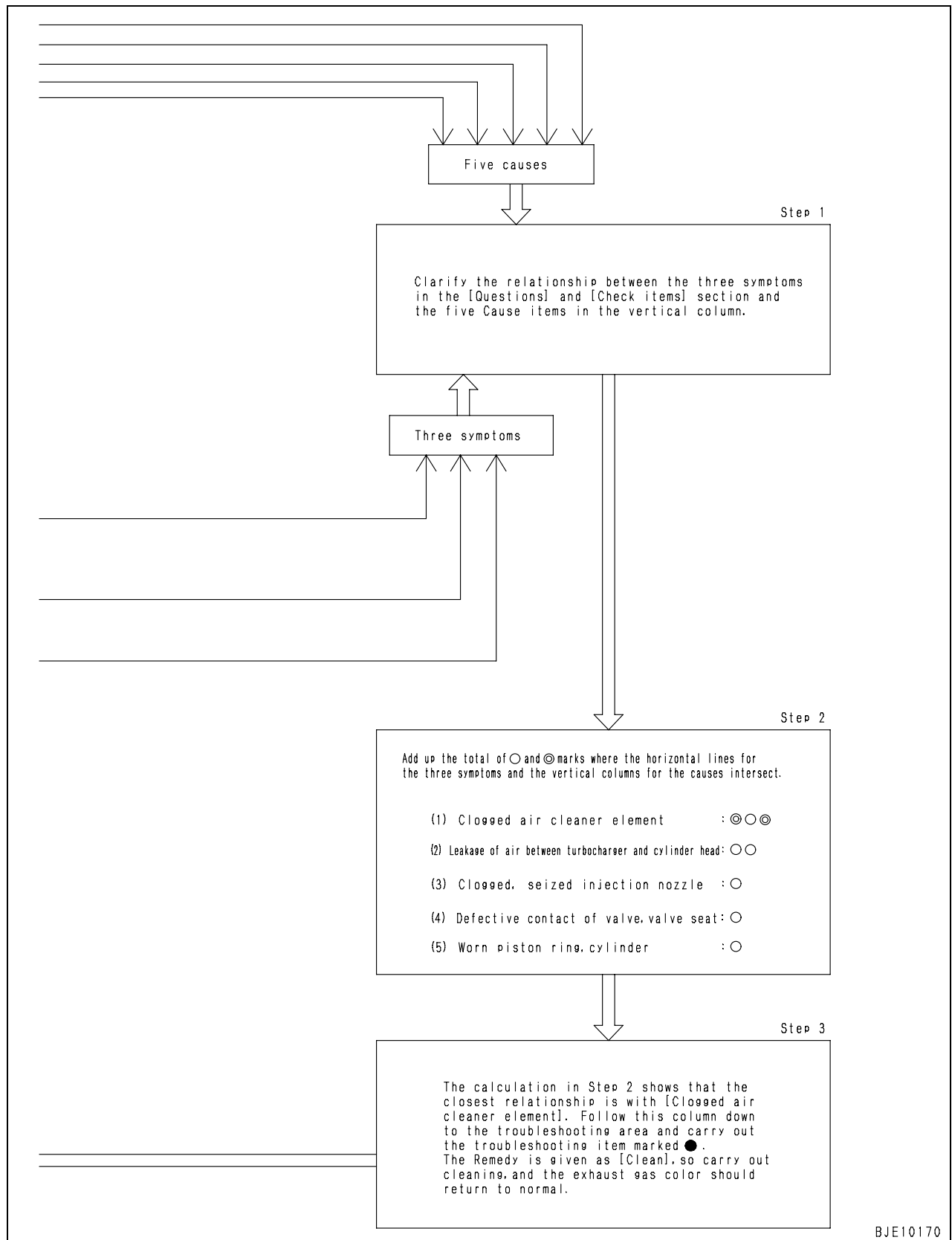
General causes why exhaust smoke is black

- Insufficient intake of air
- Defective condition of fuel injection
- Excessive injection of fuel

Causes

		Seized turbocharger, interference	Clogged air cleaner element	Worn piston ring, cylinder	Clogged, seized fuel injection nozzle	Defective fuel injection timing	Defective fuel injection pump (Excessive injection)	Improper valve clearance	Crushed, clogged muffler	Leakage of air between turbocharger and cylinder head	Defective contact of valve and valve seat	Defective fuel injection pump (Seized rack and plunger)	
Questions	Confirm recent repair history												
	Degree of use of machine	Operated for long period	△	△	△							△	
	Color of exhaust gas	Suddenly became black	◎			○					○		○
		Gradually became black	◎			○					○		
		Blue under light load											
	Engine oil must be added more frequently			◎									
	Power was lost	Suddenly	◎			○			○				○
		Gradually		○	○						○	○	
	Non-specified fuel has been used				○								○
	Noise of interference is heard from around turbocharger	◎											
Air cleaner clogging caution lamp is flashing	◎												
Check items	Blow-by gas is excessive		◎										
	Engine pickup is poor and combustion is irregular	○			◎			○	○	○		○	
	When exhaust manifold is touched immediately after starting engine, temperature of some cylinders is low				◎							○	
	Mating mark of fuel injection pump is not in position					◎							
	Seal of fuel injection pump has come off						◎						
	Clanging sound is heard from around cylinder head							◎					
	Exhaust noise is abnormal	○		○					◎				
	Muffler is crushed								◎				
	Air leaks between turbocharger and cylinder head, clamp is loosened									◎			
	Troubleshooting	When turbocharger is rotated by hand, it is found to be heavy	●										
When air cleaner is inspected directly, it is found to be clogged			●										
When compression pressure is measured, it is found to be low				●							●		
When a cylinder is cut out for reduced cylinder mode operation, engine speed does not change					●								
When fuel injection timing is checked by delivery method, it is out of order						●							
When fuel pump is tested, fuel injection rate is improper							●						
When valve clearance is checked directly, it is improper								●					
When muffler is removed, exhaust gas color improves									●				
When control rack is pressed, it is heavy, does not return												●	
Remedy	Replace	Clean	Replace	Replace	Adjust	Adjust	Adjust	Replace	Correct	Replace	Replace		

If we look from these three symptoms to find the causes, we find that there is a relationship with five causes. Let us explain here the method of using this causal relationship to pinpoint the most probable cause.



BJE10170

### S-1 Starting performance is poor

General causes why starting performance is poor

- Defective electrical system
- Insufficient supply of fuel
- Insufficient intake of air
- Improper selection of fuel
- ★ The common rail fuel injection system (CRI) recognizes the fuel injection timing electrically. Accordingly, even if the starting operation is carried out, the engine may not start until the crankshaft revolves 2 turns at maximum. This phenomenon does not indicate a trouble, however.

		Causes											
		Clogged air cleaner element	Defective contact of valve, valve seat	Worn piston ring, cylinder	Clogged air breather hole of fuel tank cap	Leaking or clogged fuel piping, entry of air	Clogged fuel filter, element	Stuck, seized supply pump plunger	Defective injector	Defective intake air heater system	Defective alternator (regulator section)	Defective alternator (generator section)	Defective, deteriorated battery
Questions	Confirm recent repair history												
	Degree of use of machine	Operated for long period	△					△					△
	Starting performance	Became worse gradually	○	○	○			○					
		Engine starts easily when warm								○			○
	Non-specified fuel is being used						○	○	○				
	Replacement of filters has not been carried out according to Operation and Maintenance Manual		○				○	○	○				
	Engine oil must be added more frequently			○									
	When engine is preheated or when temperature is low, preheating monitor does not indicate normally								○				
	During operation, charge level monitor indicates abnormal charge									○	○		
	Dust indicator is red	○											
	Air breather hole of fuel tank cap is clogged				○								
	Fuel is leaking from fuel piping					○		○					
	When priming pump is operated, it makes no reaction or it is heavy					○	○						
	Starting motor cranks engine slowly											○	
Check items	While engine is cranked with starting motor	If air bleeding plug of fuel filter is removed, fuel does not flow out					○						
		If spill hose from injector is disconnected, little fuel spills						○					
	When exhaust manifold is touched immediately after starting engine, temperature of some cylinders is low								○				
	Engine does not pick up smoothly and combustion is irregular		○	○					○				
	There is hunting from engine (rotation is irregular)			○	○	○							
	Blow-by gas is excessive			○									

Troubleshooting	Inspect air cleaner directly	●										
	When compression pressure is measured, it is found to be low		●	●								
	When air is bled from fuel system, air comes out				●							
	Inspect fuel filter, strainer directly					●						
	Carry out troubleshooting according to "Rail Press (Very) Low Error (*1)" indicated by code						●					
	When a cylinder is cut out for reduced cylinder mode operation, engine speed does not change							●				
	When starting switch is turned to HEAT, intake air heater mount does not become warm								●			
	Is voltage 20 – 30 V between alternator terminal B and terminal E with engine at low idle?	Yes								●		
		No									●	
	When specific gravity of electrolyte and voltage of battery are measured, they are low											●
	Remedy	Clean	Replace	Replace	Clean	correct	Clean	Replace	Replace	Replace	Replace	Replace

\*1: Displayed failure codes [CA559] and [CA2249]

## S-2 Engine does not start

### a) Engine does not turn

General causes why engine does not turn

- Internal parts of engine seized  
→ See "S-4 Engine stops during operations"
- Defective electrical system
- Problem in drive devices on applicable machine side  
→ Carry out troubleshooting for devices on applicable machine

		Causes								
		Broken flywheel ring gear	Defective or deteriorated battery	Defective connection of battery terminal	Defective battery relay	Defective starting switch	Defective safety relay	Defective starting motor (motor section)	Defective starting circuit wiring	
Questions	Confirm recent repair history									
	Degree of use of machine	Operated for long period	△	△						
	Condition of horn when starting switch is turned ON	Horn does not sound			○		○			○
		Horn volume is low		○						
Check items	Battery electrolyte is low			○						
	Battery terminal is loose				○					
	When starting switch is turned ON, there is no operating sound from battery relay			○		○				
	When starting switch is turned to START, starting pinion does not move out			○			○		○	
	When starting switch is turned to START, starting pinion moves out, but	Speed of rotation is low			○					
		Makes grating noise		○					○	
		Soon disengages again							○	
Makes rattling noise and does not turn			○			○	○			

		Broken flywheel ring gear	Defective or deteriorated battery	Defective connection of battery terminal	Defective battery relay	Defective starting switch	Defective safety relay	Defective starting motor (motor section)	Defective starting circuit wiring	
Troubleshooting	Inspect flywheel ring gear directly		●							
	When specific gravity of electrolyte and voltage of battery are measured, they are low			●						
	Turn starting switch OFF, connect cord, and carry out troubleshooting at ON	There is not voltage (20 – 30 V) between battery relay terminal B and terminal E					●			
		When terminal B and terminal C of starting switch are connected, engine starts						●		
		When terminal B and terminal C at safety relay outlet are connected, engine starts							●	
		Even if terminal B and terminal C at safety relay outlet are connected, engine does not start								●
When safety switch terminal and terminal B of starting motor are connected, engine starts								●		
Remedy		Replace	Replace	Correct	Replace	Replace	Replace	Replace	—	

Carry out troubleshooting on applicable machine side

**b) Engine turns but no exhaust smoke comes out**

General causes why engine turns but no exhaust smoke comes out

- Fuel is not being supplied
- Supply of fuel is extremely small
- Improper selection of fuel (particularly in winter)

		Causes											
		Use of improper fuel	Insufficient fuel in tank	Clogged air breather hole of fuel tank cap	Leaking or clogged fuel piping, entry of air	Clogged fuel filter element	Seized, abnormally worn feed pump	Broken supply pump shaft	Stuck, seized supply pump plunger	Defective supply pump MPROP	Defective operation of overflow valve (Does not close)	Defective common rail pressure limiter	Defective fuel injector
Questions	Confirm recent repair history												
	Degree of use of machine	Operated for long period			△	△							
	Exhaust smoke suddenly stopped coming out (when starting again)						○	○	○	○			△
	Replacement of filters has not been carried out according to Operation and Maintenance Manual					○			△				○
	When fuel tank is inspected, it is found to be empty		○										
	Air breather hole of fuel tank cap is clogged		○	○									
	Rust and water are found when fuel tank is drained					○	△		△	△			
	When fuel filter is removed, there is not fuel in it		○			○							
	Fuel is leaking from fuel piping					○							
	When priming pump is operated, it makes no reaction or it is heavy					○	○						
Check items	While engine is cranked with starting motor	If air bleeding plug of fuel filter is removed, fuel does not flow out			○	○		○	○				
		If spill hose from injector is disconnected, little fuel spills				○			○	○	○		○
Troubleshooting	When air is bled from fuel system, air comes out				●								
	Inspect fuel filter directly					●							
	Inspect feed pump directly						●						
	Carry out troubleshooting according to "Rail Press (Very) Low Error (*1)" indicated by code							●	●				
	Carry out troubleshooting according to "IMV/PCV1 Short (Open) Error (*2)" indicated by code									●			
	Inspect overflow valve directly										●		
	Engine can be started in reduced cylinder mode.												●
	If pressure limiter return pipe is disconnected, fuel flows out											●	
	Remedy	Replace	Add	Correct	Correct	Replace	Replace	Replace	Replace	Replace	Replace	Replace	Replace

\*1: Displayed failure codes [CA559] and [CA2249]

\*2: Displayed failure codes [CA271] and [CA272]

**c) Exhaust smoke comes but engine does not start (fuel is being injected)**

General causes why exhaust smoke comes out but engine does not start

- Lack of rotating force due to defective electrical system
- Insufficient supply of fuel
- Insufficient intake of air
- Improper selection of fuel

Causes										
Clogged air cleaner element	Worn dynamic valve system (Valve, rocker lever, etc.)	Worn piston ring, cylinder liner	Use of improper fuel	Clogged air breather hole of fuel tank cap	Leaking or clogged fuel system, entry of air	Clogged fuel filter	Stuck, seized supply pump plunger	Clogged injector, defective spray	Defective, deteriorated battery	Defective coolant temperature sensor, wiring harness

Questions											
	Clogged air cleaner element	Worn dynamic valve system (Valve, rocker lever, etc.)	Worn piston ring, cylinder liner	Use of improper fuel	Clogged air breather hole of fuel tank cap	Leaking or clogged fuel system, entry of air	Clogged fuel filter	Stuck, seized supply pump plunger	Clogged injector, defective spray	Defective, deteriorated battery	Defective coolant temperature sensor, wiring harness
Confirm recent repair history											
Degree of use of machine	Operated for long period		△				△	△			
Suddenly failed to start		○					○			○	
Non-specified fuel is being used							○	○			
Replacement of filters has not been carried out according to Operation and Maintenance Manual	○					○					
Engine oil must be added more frequently			○								
When engine is preheated or when temperature is low, preheating monitor does not indicate normally											○
Dust indicator is red	○										
Air breather hole of fuel tank cap is clogged					○						
Rust and water are found when fuel tank is drained						○					
When fuel filter is removed, there is not fuel in it				○							
Fuel is leaking from fuel piping						○					
When priming pump is operated, it makes no reaction or it is heavy						○	○				
Starting motor cranks engine slowly									○		
When engine is cranked, abnormal sound is generated around cylinder head		○									
While engine is cranked with starting motor,	If air bleeding plug of fuel filter is removed, fuel does not flow out			○			○				
	If spill hose from injector is disconnected, little fuel spills							○			
When exhaust manifold is touched immediately after starting engine, temperature of some cylinders is low								○			

Troubleshooting											
	Clogged air cleaner element	Worn dynamic valve system (Valve, rocker lever, etc.)	Worn piston ring, cylinder liner	Use of improper fuel	Clogged air breather hole of fuel tank cap	Leaking or clogged fuel system, entry of air	Clogged fuel filter	Stuck, seized supply pump plunger	Clogged injector, defective spray	Defective, deteriorated battery	Defective coolant temperature sensor, wiring harness
Inspect air cleaner directly	●										
Inspect dynamic valve system directly		●									
When compression pressure is measured, it is found to be low			●								
When air is bled from fuel system, air comes out						●					
Inspect fuel filter directly							●				
Carry out troubleshooting according to "Rail Press (Very) Low Error (*1)" indicated by code								●			
Engine can be started in reduced cylinder mode.									●		
When specific gravity of electrolyte and voltage of battery are measured, they are low										●	
Coolant temperature gauge does not indicate normally											●
When starting switch is turned to HEAT, intake air heater mount does not become warm											●
Remedy	Clean	Replace	Replace	Replace	Clean	Correct	Clean	Replace	Replace	Replace	Replace

\*1: Displayed failure codes [CA559] and [CA2249]

### S-3 Engine does not pick up smoothly

General causes why engine does not pick up smoothly

- Insufficient intake of air
- Insufficient supply of fuel
- Defective condition of fuel spray
- Improper selection of fuel
- Controller is controlling in derate mode (limiting injection rate (output) because of an error in electrical system)

		Causes										
		Clogged air cleaner element	Defective contact of valve and valve seat	Improper valve clearance	Seized turbocharger, interference of turbocharger	Worn piston ring, cylinder liner	Clogged air breather hole of fuel tank cap	Leaking or clogged fuel piping, entry of air	Clogged fuel filter	Stuck, seized supply pump plunger	Clogged injector, defective spray	
Questions	Confirm recent repair history											
	Degree of use of machine	Operated for long period	△	△			△		△			
	Engine pick-up suddenly became worse				○		○	○			○	
	Non-specified fuel is being used								○	○	○	
	Replacement of filters has not been carried out according to Operation and Maintenance Manual		○						○			
	Oil must be added more frequently					○						
	Dust indicator is red		○									
	Air breather hole of fuel tank cap is clogged						○					
	Rust and water are found when fuel tank is drained								○			
	Fuel is leaking from fuel piping							○				
	When priming pump is operated, it makes no reaction or it is heavy							○	○			
	When exhaust manifold is touched immediately after starting engine, temperature of some cylinders is low									○	○	
	Check items	Color of exhaust gas	Blue under light load				○					
			Black	○	○		○					○
When engine is cranked, abnormal sound is generated around cylinder head				○								
When engine is cranked, interference sound is generated around turbocharger					○							
High idle speed under no load is normal, but speed suddenly drops when load is applied							○		○			
There is hunting from engine (rotation is irregular)							○		○		○	
Blow-by gas is excessive						○						
Troubleshooting	Inspect air cleaner directly	●										
	When compression pressure is measured, it is found to be low		●			●						
	Inspect valve clearance directly			●								
	When turbocharger is rotated by hand, it is found to be heavy				●							
	When air is bled from fuel system, air comes out							●				
	Inspect fuel filter, strainer directly								●			
	Carry out troubleshooting according to "Rail Press (Very) Low Error (*1)" indicated by code									●		
	When a cylinder is cut out for reduced cylinder mode operation, engine speed does not change										●	
Remedy	Clean	Replace	Adjust	Replace	Replace	Clean	Correct	Clean	Replace	Replace		

\*1: Displayed failure codes [CA559] and [CA2249]



### S-4 Engine stops during operations

General causes why engine stops during operations

- Seized parts inside engine
- Insufficient supply of fuel
- There is overheating
- Problem in drive devices on applicable machine side  
→ Carry out troubleshooting for devices on applicable machine

Causes												
Broken dynamic valve system (valve, rocker arm, etc.)	Broken, seized piston, connecting rod	Broken, seized crankshaft bearing	Broken, seized gear train	Insufficient fuel in tank	Clogged air breather hole of fuel tank cap	Leaking, clogged fuel piping	Clogged fuel filter	Broken, seized feed pump	Broken supply pump shaft	Stuck, seized supply pump plunger	Broken auxiliary equipment (pump, compressor, etc.)	Problem in drive devices on applicable machine side

Questions	Check items											
	Confirm recent repair history											
Degree of use of machine	Operated for long period											
Condition when engine stopped	Abnormal noise was heard and engine stopped suddenly											
	Engine overheated and stopped											
	Engine stopped slowly											
	There was hunting and engine stopped											
Non-specified fuel is being used												
Replacement of filters has not been carried out according to Operation and Maintenance Manual												
Fuel level monitor indicates low level (if monitor is installed)												
When fuel tank is inspected, it is found to be empty												
Air breather hole of fuel tank cap is clogged												
Fuel is leaking from fuel piping												
When priming pump is operated, it makes no reaction or it is heavy												
Rust and water are found when fuel tank is drained												
Metal particles are found when oil is drained												
When engine is cranked by hand	Does not turn at all											
	Turns in opposite direction											
	Moves by amount of gear backlash											
	Supply pump shaft does not turn											
Engine turns, but stops when load is applied to machine												

Troubleshooting	Remedy											
	Inspect dynamic valve system directly	●										
Inspect piston, connecting rod directly		●										
Inspect crankshaft bearing directly			●									
Inspect gear train directly				●								
Inspect fuel filter, strainer directly							●					
Inspect feed pump directly								●				
Carry out troubleshooting according to "Rail Press (Very) Low Error (*1)" indicated by code									●	●		
Engine rotates when pump auxiliary equipment (pump, compressor, etc.) is removed											●	
												●

\*1: Displayed failure codes [CA559] and [CA2249]

### S-5 Engine does not rotate smoothly

General causes why engine does not rotate smoothly

- Air in fuel system
- Defective speed sensor (Error at degree that it is not indicated)

Causes							

Questions										
Confirm recent repair history										
Degree of use of machine	Operated for long period					△				
Condition of hunting	Occurs at a certain speed range								○	○
	Occurs at low idle				○	○	○	○	○	○
	Occurs even when speed is raised								○	○
	Occurs on slopes		○							
Replacement of filters has not been carried out according to Operation and Maintenance Manual						○				
When fuel tank is inspected, it is found to be empty			○							
Air breather hole of fuel tank cap is clogged				○						
Rust and water are found when fuel tank is drained						○				
Fuel is leaking from fuel piping						○				
When priming pump is operated, it makes no reaction or it is heavy						○	○			

Troubleshooting										
When air is bled from fuel system, air comes out					●					
Inspect fuel filter, strainer directly						●				
When a cylinder is cut out for reduced cylinder mode operation, engine speed does not change								●		
Carry out troubleshooting according to "Eng Ne Speed Sensor Error (*1)" indicated by code									●	
Carry out troubleshooting according to "Eng Bkup Speed Sensor Error (*2)" indicated by code										●
	Remedy									
	Add									
	Clean									
	Replace									
	Replace									
	Replace									
	Replace									
	Replace									

\*1: Displayed failure codes [CA689]

\*2: Displayed failure code [CA778]



### S-7 Exhaust smoke is black (incomplete combustion)

General causes why exhaust smoke is black

- Insufficient intake of air
- Defective condition of fuel injection
- Improper selection of fuel
- There is overheating  
→ See "S-14 Coolant temperature becomes too high (Overheating)".
- Controller is controlling in derate mode (limiting injection rate (output) because of an error in electrical system)

		Causes													
		Clogged air cleaner element	Seized turbocharger, interference of turbocharger	Defective contact of valve and valve seat	Improper valve clearance	Leakage of air between turbocharger and cylinder head	Crushed, clogged muffler	Worn piston ring, cylinder liner	Stuck, seized supply pump plunger	Clogged, seized injector	Abnormally worn injector	Improper fuel injection timing	Improper fuel injection pressure	Defective coolant temperature sensor, wiring harness	
Questions	Confirm recent repair history														
	Degree of use of machine	Operated for long period	△	△				△	△						
	Color of exhaust gas	Suddenly became black		○			○		○	○	○				
		Gradually became black	○				○			○					
		Blue under light load						○							
	Non-specified fuel is being used								○	○					
	Oil must be added more frequently							○							
	Power was lost	Suddenly		○				○	○	○					
		Gradually	○		○		○		○						
	Dust indicator is red		○												
Muffler is crushed						○									
Air leaks between turbocharger and cylinder head, clamp is loosened					○										
Engine is operated in low-temperature mode at normal temperature											○	○	○		
When exhaust manifold is touched immediately after starting engine, temperature of some cylinders is low									○	○					
When engine is cranked, interference sound is generated around turbocharger		○													
When engine is cranked, abnormal sound is generated around cylinder head				○											
Pump relief speed is high (Fuel is injected excessively)											○				
Exhaust noise is abnormal		○				○			○						
Engine does not pick up smoothly and combustion is irregular		○		○	○	○		○	○						
Blow-by gas is excessive								○							
If spill hose from injector is disconnected, abnormally much fuel spills										○					
Troubleshooting	Inspect air cleaner directly	●													
	When turbocharger is rotated by hand, it is found to be heavy		●												
	When compression pressure is measured, it is found to be low			●				●							
	Inspect valve clearance directly				●										
	When muffler is removed, exhaust sound improves						●								
	Carry out troubleshooting according to "Rail Press (Very) Low Error (*1)" indicated by code								●		●				
	When a cylinder is cut out for reduced cylinder mode operation, engine speed does not change									●					
	Carry out troubleshooting according to "Coolant Temp Sens High (Low) Error (*2)" indicated by code													●	
	Check with monitoring function											●	●		
	Remedy	Clean	Replace	Replace	Adjust	Correct	Replace	Replace	Replace	Replace	Replace	Replace	Replace	Replace	Replace

\*1: Displayed failure codes [CA559] and [CA2249]

\*2: Displayed failure codes [CA144] and [CA145]

### S-8 Oil consumption is excessive (or exhaust smoke is blue)

General causes why oil consumption is excessive

- Abnormal consumption of oil
- Long-time operation of engine at low idle or high idle (Do not run engine at idle for more than 20 minutes continuously)
- External leakage of oil
- Wear of parts in lubrication system

		Causes													
		Dust sucked in from intake system	Worn, damaged valve (stem, guide, seal)	Turbocharger											
				Worn seal at turbocharger end	Worn seal at blower end	Clogged breather, breather hose	Broken piston ring	Worn piston ring, cylinder liner	Worn, damaged rear oil seal	Broken oil cooler	Oil leakage from oil cooler	Oil leakage from oil filter	Oil leakage from oil piping	Oil leakage from oil drain plug	Oil leakage from oil pan, cylinder head, etc.

	Questions															
	Confirm recent repair history															
	Degree of use of machine	Operated for long period		△	△	△										
	Oil consumption suddenly increased							○		○						
	Oil must be added more frequently							○		○						
	Oil becomes contaminated quickly						○	○	○							
	Outside of engine is dirty with oil										○	○	○	○	○	
	There are loose piping clamps in intake system		○													
	Inside of turbocharger intake outlet pipe is dirty with oil				○											
	Inside of turbocharger exhaust outlet pipe is dirty with oil			○	○											
	There is oil in coolant									○						
	Oil level in damper chamber of applicable machine is high								○							
	Exhaust smoke is blue under light load							○	○							
	Amount of blow-by gas	Excessive		○	○			○	○							
		None						○								

	Troubleshooting															
	When intake manifold is removed, dust is found inside		●													
	When intake manifold is removed, inside is found to be dirty abnormally		●													
	Excessive play of turbocharger shaft			●	●											
	Check breather and breather hose directly					●										
	When compression pressure is measured, it is found to be low						●	●								
	Inspect rear oil seal directly								●							
	Pressure-tightness test of oil cooler shows there is leakage									●	●					
	There is external leakage of oil from engine										●	●	●	●	●	
	Remedy	Correct	Correct	Replace	Replace	Clean	Replace	Replace	Correct	Replace	Replace	Correct	Correct	Correct	Correct	

### S-9 Oil becomes contaminated quickly

General causes why oil becomes contaminated quickly

- Entry of exhaust gas into oil due to internal wear
- Clogging of lubrication passage
- Use of improper fuel
- Use of improper oil
- Operation under excessive load

		Causes								
		Defective seal at turbocharger turbine end	Worn valve, valve guide	Worn piston ring, cylinder liner	Clogged breather, breather hose	Clogged oil cooler	Clogged oil filter	Defective oil filter safety valve	Clogged turbocharger lubrication drain tube	Exhaust smoke is bad
Questions	Confirm recent repair history									
	Degree of use of machine	Operated for long period	△	△	△					
	Non-specified fuel is being used				○		○			
	Engine oil must be added more frequently			○						
	Metal particles are found when oil is drained			○	○		○			
	Inside of exhaust pipe is dirty with oil			○						
	Engine oil temperature rises quickly					○				
Check items	Color of exhaust gas color	Blue under light load			○					
		Black								○
	Amount of blow-by gas	Excessive	○	○	○				○	
		None				○				

		Defective seal at turbocharger turbine end	Worn valve, valve guide	Worn piston ring, cylinder liner	Clogged breather, breather hose	Clogged oil cooler	Clogged oil filter	Defective oil filter safety valve	Clogged turbocharger lubrication drain tube	Exhaust smoke is bad
Troubleshooting	Excessive play of turbocharger shaft	●								
	When compression pressure is measured, it is found to be low		●	●						
	Check breather and breather hose directly				●					
	Inspect oil cooler directly					●				
	Inspect oil filter directly						●			
	Spring of oil filter safety valve is hitched or broken							●		
	Inspect turbocharger lubrication drain tube directly								●	
Remedy		Replace	Replace	Replace	Clean	Clean	Replace	Replace	Clean	—

See S-7

### S-10 Fuel consumption is excessive

General causes why fuel consumption is excessive

- Leakage of fuel
- Defective condition of fuel injection (fuel pressure, injection timing)
- Excessive injection of fuel

		Causes									
		Fuel leakage inside head cover	Fuel leakage from fuel filter, piping, etc.	Defective feed pump oil seal	Defective supply pump plunger	Defective common rail pressure	Defective spray by injector	Defective operation of injector	Improper fuel injection timing	Defective coolant temperature sensor, wiring harness	
Questions	Confirm recent repair history										
	Degree of use of machine	Operated for long period			△	△		△			
	Condition of fuel consumption	More than for other machines of same model					○		○	○	○
		Gradually increased					○		○		
	Suddenly increased	○	○								
Check items	There is external leakage of fuel from engine			○							
	Combustion is irregular							○			
	Engine oil level rises and oil smells of diesel fuel		○		○						
	When exhaust manifold is touched immediately after starting engine, temperature of some cylinders is low							○			
	Low idle speed is high								○		
	Pump relief speed is high								○		
	Exhaust smoke color	Black					○	○		○	○
		White	○								
Troubleshooting	Remove and inspect head cover directly		●								
	Inspect feed pump oil seal directly				●						
	Carry out troubleshooting according to "Rail Press (Very) Low Error (*1)" indicated by code					●					
	When a cylinder is cut out for reduced cylinder mode operation, engine speed does not change								●		
	If spill hose from injector is disconnected, much fuel spills									●	
	Carry out troubleshooting according to "Coolant Temp Sens High (Low) Error (*2)" indicated by code										●
	Check with monitoring function						●			●	
Remedy		Correct	Correct	Replace	Replace	Correct	Replace	Replace	Replace	Replace	

\*1: Displayed failure codes [CA559] and [CA2249]

\*2: Displayed failure codes [CA144] and [CA145]

### S-11 Oil is in coolant (or coolant spurts back or coolant level goes down)

General causes why oil is in coolant

- Internal leakage in lubrication system
- Internal leakage in cooling system

		Causes				
		Broken cylinder head, head gasket	Internal cracks in cylinder block	Holes caused by pitting	Broken oil cooler core, O-ring	Broken hydraulic oil cooler on applicable machine side
Questions	Confirm recent repair history					
	Degree of use of machine	Operated for long period		△	△	
	Oil level	Suddenly increased	○			○
		Gradually increased		○	○	
Check items	Hard water is being used as coolant			○	○	
	Oil level has risen, oil is milky		○	○	⊙	
	There are excessive air bubbles in radiator, coolant spurts back	⊙				
	Hydraulic oil on applicable machine side is milky					○
	When hydraulic oil on applicable machine side is drained, water is found					○
Troubleshooting	Pressure-tightness test of cylinder head shows there is leakage	●				Carry out troubleshooting on applicable machine side
	Inspect cylinder block, liner directly		●	●		
	Pressure-tightness test of oil cooler shows there is leakage				●	
	Remedy	Replace	Replace	Replace	Replace	—



### S-12 Oil pressure drops

General causes why oil pressure drops

- Leakage, clogging, wear of lubrication system
- Defective oil pressure control
- Improper selection of fuel (improper viscosity)
- Deterioration of oil due to overheating

		Causes										
		Worn journal of bearing	Lack of oil in oil pan	Coolant, fuel in oil	Clogged strainer in oil pan	Clogged, broken pipe in oil pan	Defective oil pump	Defective regulator valve	Clogged oil filter	Leaking, crushed, clogged hydraulic piping	Defective oil level sensor, wiring harness	
Questions	Confirm recent repair history											
	Degree of use of machine	Operated for long period	△				△		△			
	Oil pressure monitor indicates low oil pressure							○	○			
	Non-specified oil is being used		○									
	Replacement of filters has not been carried out according to Operation and Maintenance Manual								○			
	Oil pressure monitor (if installed)	Indicates pressure drop at low idle		○								
		Indicates pressure drop at low, high idle		○		○	○	○	○			
		Indicates pressure drop on slopes		○								
		Sometimes indicates pressure drop							○			○
	Oil level monitor indicates oil level drop			○							○	
Oil level in oil pan is low		○										
External hydraulic piping is leaking, crushed									○			
Oil is milky or smells of diesel oil			○									
Metal particles are found when oil pan is drained		○										
Metal particles are found when oil filter is drained		○				○						
Troubleshooting	Metal particles are found in oil filter		●									
	Inspect oil pan strainer, pipe directly					●	●					
	Oil pump rotation is heavy, there is play in oil pump							●				
	Valve spring of regulator valve is fatigued, damaged								●			
	Inspect oil filter directly									●		
	If oil level sensor is replaced, oil pressure monitor indicates normally										●	
Remedy	Clean	Add	—	Clean	Clean	Replace	Adjust	Clean	Correct	Replace		

### S-13 Oil level rises (Entry of coolant/fuel)

General causes why oil level rises

- Coolant in oil (milky)
- Fuel in oil (smells diluted diesel fuel)
- ★ If oil is in coolant, carry out troubleshooting for "S-11 Oil is in coolant"

		Causes								
		Broken cylinder head, head gasket	Broken injector O-ring	Cracks inside cylinder block	Holes caused by pitting	Worn, damaged rear oil seal	Broken oil cooler core, O-ring	Defects in supply pump	Defective seal of auxiliary equipment (pump, compressor)	
Questions	Confirm recent repair history									
	Degree of use of machine	Operated for long period		△		△	△		△	
	Fuel must be added more frequently		○					○		
	Coolant must be added more frequently		○		○					
	There is oil in coolant		○	○	○	○		○		
	Oil smells of diesel fuel			○				○		
	Oil is milky		○			○				
	When engine is started, drops of water come from muffler		○							
	Check items	When radiator cap is removed and engine is run at low idle, an abnormal number of bubbles appear, or coolant spurts back		○		○				
		Exhaust smoke is white			○					
		Oil level in damper chamber of applicable machine is low						○		
		Oil level in hydraulic tank of applicable machine is low								○
	Troubleshooting	When compression pressure is measured, it is found to be low		●						
Remove injector and inspect O-ring				●						
Inspect cylinder block, liner directly					●	●				
Inspect rear oil seal directly							●			
Pressure-tightness test of oil cooler shows there is leakage								●		
Remove and inspect supply pump directly									●	
Inspect seal of auxiliary equipment directly									●	
	Remedy	Replace	Correct	Replace	Replace	Correct	Replace	Replace	Replace	

### S-14 Coolant temperature becomes too high (overheating)

General causes why coolant temperature becomes too high

- Lack of cooling air (deformation, damage of fan)
- Drop in heat dissipation efficiency
- Problem in coolant circulation system
- Rise in oil temperature in power train  
→ Carry out troubleshooting for machine

		Causes											
		Broken cylinder head, head gasket	Holes caused by pitting	Clogged, broken oil cooler	Lack of coolant	Broken water pump	Defective operation of thermostat	Clogged, crushed radiator fins	Clogged radiator core	Defective radiator cap (pressure valve)	Slipping fan belt, worn fan pulley	Defective coolant temperature gauge	Rise of hydraulic oil temperature on applicable machine side
Questions	Confirm recent repair history												
	Degree of use of machine	Operated for long period	△	△					△	△			
	Condition of overheating	Sudden overheated			○	○						○	
		Always tends to overheat						○	○	○		○	
Coolant temperature gauge (if installed)	Rises quickly			○			○						
	Does not go down from red range											○	
Check items	Radiator coolant level monitor indicates drop of coolant level (if monitor is installed)					○							
	Engine oil level has risen and oil is milky			○	○								
	Fan belt tension is low											○	
	When fan belt is turned, it has play						○						
	Milky oil is floating on coolant				○								
	There are excessive air bubbles in radiator, coolant spurts back		○										
	When light bulb is held behind radiator core, no light passes through								○				
	Radiator shroud, inside of underguard on applicable machine side are clogged with dirt or mud								○			○	
	Coolant is leaking because of cracks in hose or loose clamps					○							
	Coolant flows out from radiator overflow hose										○		
	Fan belt whines under sudden acceleration											○	
	Hydraulic oil temperature enters red range faster than engine coolant temperature												○

Troubleshooting	When compression pressure is measured, it is found to be low	●											
	Inspect cylinder liner directly		●										
	Inspect oil cooler directly			●									
	Temperature difference between upper and lower tanks of radiator is large					●							
	When operation of thermostat is carried out, it does not open at cracking temperature						●						
	Temperature difference between upper and lower tanks of radiator is slight							●					
	Inspect radiator core directly								●				
	When operation of radiator cap is carried out, its cracking pressure is low									●			
	Inspect fan belt, pulley directly										●		
	When coolant temperature is measured, it is found to be normal											●	
Remedy	Replace	Replace	Replace	Add	Replace	Replace	Correct	Correct	Replace	Correct	Replace	—	
												Carry out troubleshooting on applicable machine side	

### S-15 Abnormal noise is made

General causes why abnormal noise is made

- Abnormality due to defective parts
- Abnormal combustion
- Air sucked in from intake system
- ★ Judge if the noise is an internal noise or an external noise before starting troubleshooting.
- ★ The engine is operated in the low-temperature mode while it is not warmed up sufficiently. Accordingly, the engine sound becomes a little larger. This does not indicate abnormality, however.
- ★ When the engine is accelerated, it is operated in the acceleration mode and its sound becomes a little larger for up to about 3 seconds. This does not indicate abnormality, however.

Causes									
Leakage of air between turbocharger and cylinder head									
Interference of turbocharger, seized turbocharger									
Broken dynamic valve system (valve, rocker lever)									
Defective inside of muffler (dividing board out of position)									
Improper valve clearance									
Excessive wear of piston ring, cylinder liner									
Improper gear train backlash									
Removed, seized bushing									
Deformed cooling fan, loose fan belt, interference of fan belt									
Clogged, seized injector									
Dirt caught in injector									
Improper fuel injection timing (abnormality in coolant low temperature sensor, boost temperature sensor)									

Questions		Causes									
Confirm recent repair history											
Degree of use of machine	Operated for long period							△			
Condition of abnormal noise	Gradually occurred							○			
	Sudden occurred		○	○					○		
Non-specified fuel is being used										○	
Oil must be added more frequently								○			
Metal particles are found when oil filter is drained								○	○		
Air leaks between turbocharger and cylinder head		○									
When engine is cranked, interference sound is generated around turbocharger			○								
When engine is cranked, abnormal sound is generated around cylinder head				○		○					
When engine is cranked, beat noise is generated around muffler					○						
When exhaust manifold is touched immediately after starting engine, temperature of some cylinders is low										○	○
Color of exhaust gas	Blue under light load							○			
	Black	○	○			○					
Engine does not pick up smoothly and combustion is irregular										○	
Abnormal noise is loud when engine is accelerated						○		○		○	
Blow-by gas is excessive								○			

Troubleshooting		Causes											
When turbocharger is rotated by hand, it is found to be heavy			●										
Inspect dynamic valve system directly				●									
When muffler is removed, abnormal noise disappears					●								
Inspect valve clearance directly						●							
When compression pressure is measured, it is found to be low							●						
Inspect gear train directly								●	●				
Inspect fan and fan belt directly										●			
When a cylinder is cut out for reduced cylinder mode operation, engine speed does not change										●	●		
Abnormal noise is heard only when engine is started											●		
Confirm with INSITE or monitoring function on applicable machine side											●		
Remedy		Replace	Replace	Correct	Replace	Replace	Replace	Replace	Replace	Correct	Replace	Replace	Replace

### S-16 Vibration is excessive

General causes why vibration is excessive

- Defective parts (abnormal wear, breakage)
- Misalignment between engine and chassis
- Abnormal combustion
- ★ If abnormal noise is made and vibration is excessive, carry out troubleshooting for "S-15 Abnormal noise is made", too.

		Causes								
Questions	Confirm recent repair history									
	Degree of use of machine	Operated for long period		△		△		△		
	Condition of vibration	Suddenly increased	○							○
		Gradually increased		○		○		○		
	Non-specified oil is being used			○		○				
	Metal particles are found when oil filter is drained			◎		◎				
	Metal particles are found when oil pan is drained			◎		◎				
	Oil pressure is low at low idle			○		○				
	Vibration occurs at mid-range speed							○		○
	Vibration follows engine speed				○			○	○	○
Exhaust smoke is black		◎				○				
Troubleshooting	Inspect dynamic valve system directly	●								
	Inspect main bearing and connecting rod bearing directly		●							
	Inspect gear train directly			●						
	Inspect camshaft bushing directly				●					
	Check with monitoring function					●				
	Inspect engine mounting bolts and cushions directly						●			
	When alignment is checked, radial runout or facial runout is detected							●		
	Inspect inside of damper directly								●	
	Remedy	Replace	Replace	Replace	Replace	Replace	Adjust	Replace		

PC290LC, 290NLC-8 Hydraulic excavator

Form No. UEN00025-00

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# HYDRAULIC EXCAVATOR

## PC290LC-8 PC290NLC-8

**Machine model      Serial number**

PC290LC-8              K50001 and up  
PC290NLC-8          K50001 and up

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## 50 Disassembly and assembly

### General information on disassembly and assembly

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# General information on disassembly and assembly



## How to read this manual

### 1. Removal and installation of assemblies




#### Special tools

- Special tools which are deemed necessary for removal or installation of parts are described as **A1,•••X1** etc. and their part names, part numbers and quantities are described in the special tool list.
- Also the following information is described in the special tool list.
  - 1) Necessity
    - : Special tools that cannot be substituted and should always be used (installed).
    - : Special tools that will be useful if available and are substitutable with commercially available tools.
  - 2) Distinction of new and existing special tools
    - N: Tools newly developed for this model. They respectively have a new part number.
    - R: Tools with upgraded part numbers. They are remodeled from already available tools for other models.
    - Blank: Tools already available for other models. They can be used without any modification.
  - 3) Circle mark ○ in sketch column:
    - The sketch of the special tool is presented in the section of "Sketches of special tools".
    - Part No. of special tools starting with 79\***T-\*\*\*-\*\*\*\***: means that they can not be supplied from Komatsu in Japan (i.e. locally made parts ).
- ★ General tools that are necessary for removal or installation are described as [1], [2]•••etc. and their part names, part numbers and quantities are not described.

#### Removal

- The [Removal] section contains procedures and precautions for implementing the work, know how and the amount of oil or coolant to be drained.
- Various symbols used in the Removal Section are explained and listed below.
  - ⚠ : **This mark indicates safety-related precautions that must be followed when implementing the work.**
  - ★ : Know-how or precautions for work
  - [\*1] : This mark shows that there are instructions or precautions for installing parts.
  -  : This mark shows the amount of oil or coolant to be drained.
  -  : Weight of part or component

#### Installation

- Except where otherwise instructed, installation of parts is done in the reverse order of removal.
- Instructions and precautions for installing parts are shown with [\*1] mark in the Installation Section, identifying which step the instructions are intended for.
- Marks shown in the Installation Section stand for the following.
  - ⚠ : **Precautions related to safety in execution of work.**
  - ★ : Know-how or precautions for work
  -  : Type of coating material
  -  : Tightening torque
  -  : Quantity of oil or coolant to be added

#### Sketches of special tools

- Various special tools are illustrated for the convenience of local manufacture.




## 2. Disassembly and assembly of assemblies




### Special tools

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    - Part No. of special tools starting with 79\*T-\*\*\*-\*\*\*\*: means that they can not be supplied from Komatsu in Japan (i.e. locally made parts ).
- ★ General tools that are necessary for removal or installation are described as [1], [2]••etc. and their part names, part numbers and quantities are not described.

### Disassembly

- In Disassembly section, the work procedures, precautions and know-how for carrying out those procedures, and quantity of the oil and coolant drained are described.
- The meanings of the symbols used in Disassembly section are as follows.
  - ⚠ : **This mark indicates safety-related precautions that must be followed when implementing the work.**
  - ★: Know-how or precautions for work
  -  : Quantity of oil or coolant drained

### Assembly

- In Assembly section, the work procedures, precautions and know-how for carrying out those procedures, and quantity of the oil and coolant added are described.
- The meanings of the symbols used in Assembly section are as follows.
  - ⚠ : **Precautions related to safety in execution of work**
  - ★: Know-how or precautions for work
  -  : Type of coating material
  -  : Tightening torque
  -  : Quantity of oil or coolant to be added

### Sketches of special tools

- Various special tools are illustrated for the convenience of local manufacture.

## Coating materials list

- ★ The recommended coating materials such as adhesives, gasket sealants, and greases used for disassembly and assembly are listed below.
- ★ For coating materials not listed below, use the equivalent of products shown in this manual.

Category	Komatsu code	Part No.	Q'ty	Container	Main features and applications
Adhesive	LT-1A	790-129-9030	150 g	Tube	<ul style="list-style-type: none"> <li>• Used to prevent rubber gaskets, rubber cushions, and cork plugs from coming out.</li> </ul>
	LT-1B	790-129-9050	20 g (2 pcs.)	Polyethylene container	<ul style="list-style-type: none"> <li>• Used for plastic (except polyethylene, polypropylene, tetrafluoroethylene and vinyl chloride), rubber, metal, and non-metal parts which require immediate and strong adhesion.</li> </ul>
	LT-2	09940-00030	50 g	Polyethylene container	<ul style="list-style-type: none"> <li>• Features: Resistance to heat and chemicals.</li> <li>• Used to fix and seal bolts and plugs.</li> </ul>
	LT-3	790-129-9060 (Set of adhesive and hardener)	Adhesive: 1 kg Hardener: 500 g	Can	<ul style="list-style-type: none"> <li>• Used to stick and seal metal, glass, and plastics.</li> </ul>
	LT-4	790-129-9040	250 g	Polyethylene container	<ul style="list-style-type: none"> <li>• Used to seal plugs.</li> </ul>
	Holtz MH 705	790-129-9120	75 g	Tube	<ul style="list-style-type: none"> <li>• Heat-resistant seal used to repair engines.</li> </ul>
	ThreeBond 1735	790-129-9140	50 g	Polyethylene container	<ul style="list-style-type: none"> <li>• Quick-setting adhesive.</li> <li>• Setting time: Within 5 sec. to 3 min.</li> <li>• Used mainly to stick metals, rubbers, plastics, and woods.</li> </ul>
	Aron-alpha 201	790-129-9130	2 g	Polyethylene container	<ul style="list-style-type: none"> <li>• Quick-setting adhesive.</li> <li>• Quick-setting type. (max. strength is obtained after 30 minutes)</li> <li>• Used mainly to stick rubbers, plastics, and metals.</li> </ul>
	Loctite 648-50	79A-129-9110	50 cc	Polyethylene container	<ul style="list-style-type: none"> <li>• Features: Resistance to heat and chemicals.</li> <li>• Used for fitted portions used at high temperatures.</li> </ul>
Gasket sealant	LG-1	790-129-9010	200 g	Tube	<ul style="list-style-type: none"> <li>• Used to stick or seal gaskets and packings of power train case, etc.</li> </ul>
	LG-5	790-129-9080	1 kg	Polyethylene container	<ul style="list-style-type: none"> <li>• Used to seal various threaded portions, pipe joints, and flanges.</li> <li>• Used to seal tapered plugs, elbows, and nipples of hydraulic piping.</li> </ul>
	LG-6	790-129-9020	200 g	Tube	<ul style="list-style-type: none"> <li>• Features: Silicon-based heat and cold-resistant sealant.</li> <li>• Used to seal flange surfaces and threaded portions.</li> <li>• Used to seal oil pan, final drive case, etc.</li> </ul>
	LG-7	790-129-9070	1 kg	Tube	<ul style="list-style-type: none"> <li>• Features: Silicon-based quick-setting sealant.</li> <li>• Used to seal flywheel housing, intake manifold, oil pan, thermostat housing, etc.</li> </ul>
	ThreeBond 1211	790-129-9090	100 g	Tube	<ul style="list-style-type: none"> <li>• Gasket sealant used to repair engine.</li> </ul>
	ThreeBond 1207B	419-15-18131	100 g	Tube	<ul style="list-style-type: none"> <li>• Features: Silicon-based, heat and cold-resistant, vibration-resistant, impact-resistant sealant.</li> <li>• Used to seal transfer case, etc.</li> </ul>

Category	Komatsu code	Part No.	Q'ty	Container	Main features and applications
Molybdenum disulfide lubricant	LM-G	09940-00051	60 g	Can	<ul style="list-style-type: none"> <li>Used to lubricate sliding portions. (to prevent squeaking)</li> </ul>
	LM-P	09940-00040	200 g	Tube	<ul style="list-style-type: none"> <li>Used to prevent scuffing and seizure of press-fitted portions, shrink-fitted portions, and threaded portions.</li> <li>Used to lubricate linkages, bearings, etc.</li> </ul>
Grease	G2-LI	SYG2-400LI SYG2-350LI SYG2-400LI-A SYG2-160LI SYGA-160CNLI	Various	Various	<ul style="list-style-type: none"> <li>General purpose type.</li> </ul>
	G2-CA	SYG2-400CA SYG2-350CA SYG2-400CA-A SYG2-160CA SYGA-160CNCA	Various	Various	<ul style="list-style-type: none"> <li>Used for bearings used at normal temperature under light load in contact with water or steam.</li> </ul>
	Molybdenum disulfide grease LM-G (G2-M)	SYG2-400M SYG2-400M-A SYGA-16CNM	400 g x 10 400 g x 20 16 kg	Bellows-type container Can	<ul style="list-style-type: none"> <li>Used for parts under heavy load.</li> </ul>
	Hyper White Grease G2-T, G0-T (*) *: For cold district	SYG2-400T-A SYG2-16CNT SYG0-400T-A (*) SYG0-16CNT (*)	400 g 16 kg	Bellows-type container Can	<ul style="list-style-type: none"> <li>Seizure resistance and heat resistance higher than molybdenum disulfide grease.</li> <li>Not conspicuous on machine since color is white.</li> </ul>
	Biogrease G2-B, G2-BT (*) *: For use at high temperature and under high load	SYG2-400B SYGA-16CNB SYG2-400BT (*) SYGA-16CNBT (*)	400 g 16 kg	Bellows-type container Can	<ul style="list-style-type: none"> <li>Since this grease is decomposed by natural bacteria in short period, it has less effects on microorganisms, animals, and plants.</li> </ul>
Primer	SUNSTAR PAINT PRIMER 580 SUPER	417-926-3910	20 ml	Glass container	Adhesive for cab glass <ul style="list-style-type: none"> <li>Used as primer for cab side. (Using limit: 4 months after date of manufacture)</li> <li>Used as primer for glass side. (Using limit: 4 months after date of manufacture)</li> <li>Used as primer for painted surface on cab side. (Using limit: 4 months after date of manufacture)</li> <li>Used as primer for black ceramic-coated surface on glass side and for hard polycarbonate-coated surface. (Using limit: 4 months after date of manufacture)</li> <li>Used as primer for sash (Almite). (Using limit: 4 months after date of manufacture)</li> </ul>
	SUNSTAR GLASS PRIMER 580 SUPER		20 ml	Glass container	
	SUNSTAR PAINT PRIMER 435-95	22M-54-27230	20 ml	Glass container	
	SUNSTAR GLASS PRIMER 435-41	22M-54-27240	150 ml	Can	
	SUNSTAR SASH PRIMER GP-402	22M-54-27250	20 ml	Glass container	

Category	Komatsu code	Part No.	Q'ty	Container	Main features and applications
Adhesive	SUNSTAR PENGUINE SEAL 580 SUPER "S" or "W"	417-926-3910	320 ml	Polyethylene container	Adhesive for cab glass <ul style="list-style-type: none"> <li>• "S" is used for high-temperature season (April – October) and "W" for low-temperature season (November – April) as adhesive for glass. (Using limit: 4 months after date of manufacture)</li> <li>• Used as adhesive for glass. (Using limit: 6 months after date of manufacture)</li> <li>• Used as adhesive for glass. (Using limit: 6 months after date of manufacture)</li> <li>• Used to seal joints of glass parts. (Using limit: 4 months after date of manufacture)</li> <li>• Used to seal front window. (Using limit: 6 months after date of manufacture)</li> <li>• Used to seal joint of glasses. Translucent white seal. (Using limit: 12 months after date of manufacture)</li> </ul>
	Sika Japan, Sikaflex 256HV	20Y-54-39850	310 ml	Polyethylene container	
	SUNSTAR PENGUINE SUPER 560	22M-54-27210	320 ml	Ecocart (Special container)	
Caulking material	SUNSTAR PENGUINE SEAL No. 2505	417-926-3920	320 ml	Polyethylene container	
	SEKISUI SILICONE SEALANT	20Y-54-55130	333 ml	Polyethylene container	
	GE TOSHIBA SILICONES TOSSEAL 381	22M-54-27220	333 ml	Cartridge	

## Special tool list

- ★ Tool part number 79○T-○○○-○○○○ indicates an interchangeable part (locally produced)
- ★ Necessity: ■ . . . . . Special tools which cannot be substituted and should be always installed (used)  
: ● . . . . . Special tools which are very useful if available. They can be substituted with commercially available tools.
- ★ Distinction of new and existing special tools.  
: N . . . . . Tools with new part numbers. They are newly developed for this model.  
: R . . . . . Tools with upgraded part numbers. They are remodeled from already available tools for other models.  
: Blank . . . Tools already available for other models and usable without any modification.
- ★ Circle (○) in sketch column: A circle mark means that a sketch of the special tool is presented in the section of Sketches for Special Tools.

Work item	Sym- bol	Part number	Part name	Necessity	Q'ty	N/R	Sketch	Work content
				■				
Engine front seal	A	1	795-799-6400	Seal puller	■	1	N	Installation of engine front seal
Engine rear seal		2	795-799-6500	Seal puller	■	1	N	Installation of engine rear seal
Cylinder head assembly, fuel injector assembly		3	795-799-6700	Puller	■	1	N	Removal of fuel injector
		4	795-799-1131	Gear	■	1		Positioning with 3rd and 4th cylinder top
		5	795-799-8150	Remover	●	1	N	Removal of inlet connector
Cylinder head assembly		6	790-331-1120	Wrench (Angle)	●	1		Angle tightening of bolt
		7	795-790-4510	Gauge	●	1	N	Judgment of cylinder head bolt length
Engine and hydraulic pump assembly		8	796T-401-1110	Plate	●	1	N	Removal and installation of engine and hydraulic pump assembly
		9	795-790-9300	Lifting tool	●	1	N	
Hydraulic pump assembly, Engine and hydraulic pump assembly, Control valve assembly, Center swivel joint assembly		10	796-460-1210	Oil stopper	●	1		Stopping oil
		11	796-770-1320	Adaptor	●	1		
Swing motor and swing machinery assembly	F	1	790-201-2860	Push tool	■	1		Press fit of main bearing
		2	796-426-1120	Push tool	■	1		Press fit of sub bearing
		3	796T-426-1130	Plate	■	1		Press fit of oil seal
			790-101-5421	Grip	■	1		
			01010-81240	Bolt	■	1		

Work item	Sym- bol	Part number	Part name	Necessity			Sketch	Work content	
				■	Q'ty	N/R			
Final drive assembly	1	796-627-1610	Wrench assembly	■	1	N		Removal and installation of nut	
		• 796-627-1620	• Wrench		1	N			
		• 796-427-1140	• Pin		3				
		• 01314-20612	• Screw		3				
	J	2	796T-627-1630	Push tool	■	1	N	○	Installation of bearing
			790-101-2510	Block	■	1			
			791-830-1320	Rod	■	2			
			01580-11613	Nut	■	2			
			790-101-2570	Washer	■	2			
			01643-31645	Washer	■	2			
			790-105-2100	Jack assembly	■	1			
	3	4	791-580-1510	Installer	■	1			Installation of floating seal
790-331-1110			Wrench	■	1			Tightening of cover bolt	
Carrier roller assembly	L	791-430-3230	Installer	■	1			Refilling oil	
Track roller assembly		791-601-1000	Oil pump	■	1				
		796-670-1010	Installer	■	1				
Idler assembly		791-601-1000	Oil pump	■	1				
		796-570-1020	Installer	■	1				
791-601-1000		Oil pump	■	1					
Recoil spring assembly	1	791-685-8006	Compressor	■	1			Disassembly and assembly of recoil spring	
		791-635-3160	Extension	■	1				
		790-101-1600	Cylinder (686 kN {70 t})	■	1				
		790-101-1102	Pump	■	1				
	2	790-201-1500	Push tool kit	■	1			Installation of dust seal	
		• 790-201-1620	• Plate		1				
		• 790-101-5021	• Grip		1				
• 01010-50816	• Bolt		1						
Track shoe assembly	1	791-630-3000	Remover & installer	■	1			Extraction of master pin	
		790-101-1300	Cylinder (980 kN {100 t})	■	1				
		790-101-1102	Pump	■	1				
	2	790-331-1110	Wrench	■	1			Tightening of shoe bolt	
Hydraulic pump assembly	S	796T-467-2410	Push tool	■	1	N	○	Press fit of input shaft oil seal	

Work item	Sym- bol	Part number	Part name	Necessity	Q'ty	N/R	Sketch	Work content
Center swivel joint assembly	T	790-101-2501	Push puller	●	1			Disassembly and assembly of center swivel joint assembly
		• 790-101-2510	• Block		1			
		• 790-101-2520	• Screw		1			
		• 791-112-1180	• Nut		1			
		• 790-101-2540	• Washer		1			
		• 790-101-2630	• Leg		2			
		• 790-101-2570	• Plate		4			
		• 790-101-2560	• Nut		2			
		• 790-101-2650	• Adapter		2			
Control valve assembly	T	796-946-1310	Guide ø21.8	■	1			Replacement of pressure compensation valve seal
		(For 723-46-40100)						
		796-946-1610	Guide ø21.4	■	1			
		(For 723-46-41100)						
		796-946-1810	Guide ø21.2	■	1			
		(For 723-46-43100 and 723-46-43400)						
		796-946-1910	Guide ø21.0	■	1			
		(For 723-46-46101 and 723-46-46300)						
		796-946-2210	Guide ø20.6	■	1			
		(For 723-46-45100 and 723-46-45700)						
		796-946-1320	Guide ø21.8	■	1			
		(For 723-46-40100)						
		796-946-1620	Guide ø21.4	■	1			
		(For 723-46-41100)						
		796-946-1820	Guide ø21.2	■	1			
		(For 723-46-43100 and 723-46-43400)						
		796-946-1920	Guide ø21.0	■	1			
		(For 723-46-46101 and 723-46-46300)						
		796-946-2220	Guide ø20.6	■	1			
		(For 723-46-45100)						
		796-946-1420	Guide ø21.6	■	1			
		(For 723-46-42700)						
		796-946-1330	Sleeve	■	1			
		(For 723-46-40100)						
796-946-1630	Sleeve	■	1					
(For 723-46-41100)								
796-946-1830	Sleeve	■	1					
(For 723-46-43100 and 723-46-43400)								
796-946-1930	Sleeve	■	1					
(For 723-46-46101 and 723-46-46300)								
796-946-2230	Sleeve	■	1					
(For 723-46-45100)								
796-946-1430	Sleeve	■	1					
(For 723-46-42700)								

Work item	Sym- bol	Part number	Part name	Necessity			Sketch	Work content				
				Q'ty	N/R							
Hydraulic cylinder assembly	1	790-502-1003	Cylinder repair stand	●	1			Disassembly and assembly of hydraulic cylinder assembly				
		790-101-1102	Pump	●	1							
	2	790-102-4300	Wrench assembly	■	1			Removal and installation of piston assembly				
		790-102-4310	Pin	■	2							
	4	3	790-720-1000	Expander	●	1			Installation of piston ring			
			796-720-1670	Rubber band (for boom and arm)	●	1						
			07281-01279	Clamp	●	1						
			796-720-1660	Rubber band (for bucket)	●	1						
			07281-01159	Clamp	●	1						
			5	5	790-201-1702	Push tool kit	■	1				Press fit of bushing
					• 790-201-1831	• Push tool (for bucket)		1				
					• 790-201-1930	• Push tool (for arm)		1				
	• 790-201-1940	• Push tool (for boom)				1						
	• 790-101-5021	• Grip				1						
	• 01010-50816	• Bolt				1						
	6	6	790-201-1500	Push tool kit (for bucket)	●	1			Press fit of dust seal			
			• 790-201-1640	• Push tool		1						
			• 790-101-5021	• Grip		1						
			• 01010-50816	• Bolt		1						
			790-201-1980	Plate (for boom)	●	1						
			790-201-1990	Plate (for arm)	●	1						
			790-101-5021	Grip	●	1						
			01010-50816	Bolt	●	1						
	Work equipment assembly	V	796-900-1200	Remover	■	1			Removal of foot pin			
• 796-900-1210			• Sleeve		1							
• 792-900-1520			• Plate		1							
• 799-900-1230			• Screw		1							
• 796-900-1240			• Adapter		1							
• 01643-33080			• Washer		1							
• 01803-13034			• Nut		1							
790-101-4000			Puller (490 kN {50 ton} long)	■	1							
790-101-1102			Pump (294 kN {30 ton})	■	1							

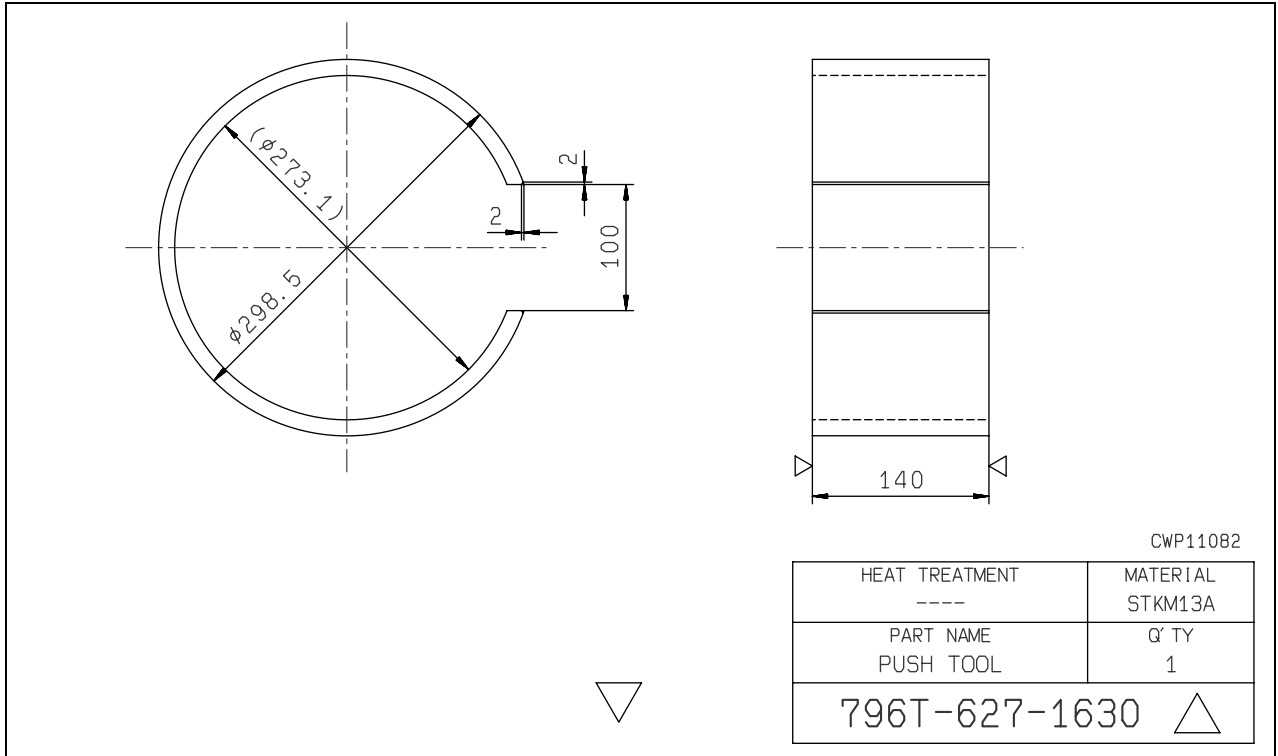


Work item	Sym- bol	Part number	Part name	Necessity	Q'ty	N/R	Sketch	Work content
				■				
Air conditioner assembly	X	1	799-703-1200	Service tool kit	■	1		Filling of air conditioning gas
			799-703-1100	Vacuum pump (100 V)	■	1		
			799-703-1111	Vacuum pump (220 V)	■	1		
			799-703-1121	Vacuum pump (240 V)	■	1		
			799-703-1401	Gas leak detector	■	1		
Operator cab glass (adhesion) glass	X	2	793-498-1210	Lifter (Suction cup)	■	2		Installation of operator cab glass (adhesion) glass
		3	20Y-54-13180	Stopper rubber	■	2		

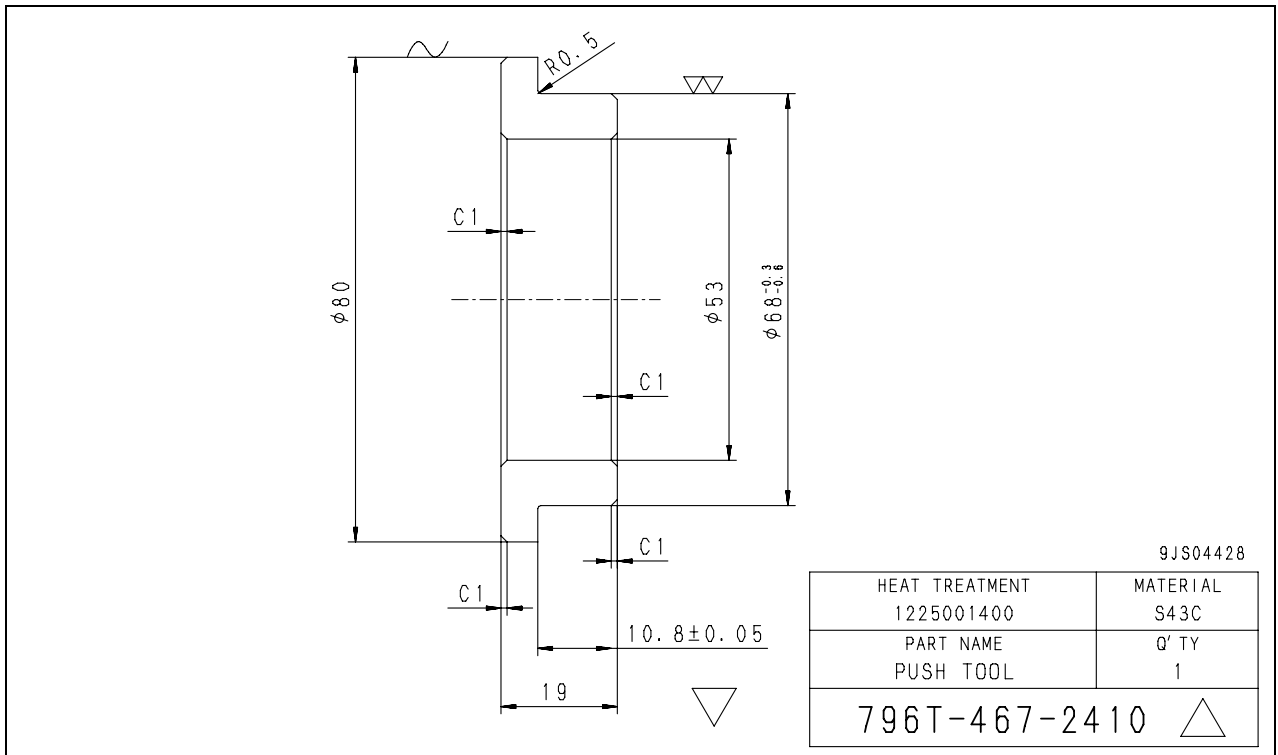


Note: Komatsu cannot accept any responsibility for special tools manufactured according to these sketches.

**J2 Push tool**



**S Push tool**



PC290LC, 290NLC-8 Hydraulic excavator

Form No. UEN00026-00

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# HYDRAULIC EXCAVATOR

## PC290LC-8 PC290NLC-8

### Machine model      Serial number

PC290LC-8	K50001 and up
PC290NLC-8	K50001 and up

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## 50 Disassembly and assembly

### Engine and cooling system

---

Engine and cooling system .....	2
Removal and installation of fuel supply pump assembly .....	2
Removal and installation of fuel injector assembly .....	4
Removal and installation of engine front seal .....	11
Removal and installation of engine rear seal .....	14
Removal and installation of cylinder head assembly .....	17
Removal and installation of radiator assembly .....	29
Removal and installation of hydraulic oil cooler assembly .....	32
Removal and installation of aftercooler assembly .....	34
Removal and installation of fuel cooler assembly .....	36
Removal and installation of engine and hydraulic pump assembly .....	37

## Engine and cooling system

### Removal and installation of fuel supply pump assembly

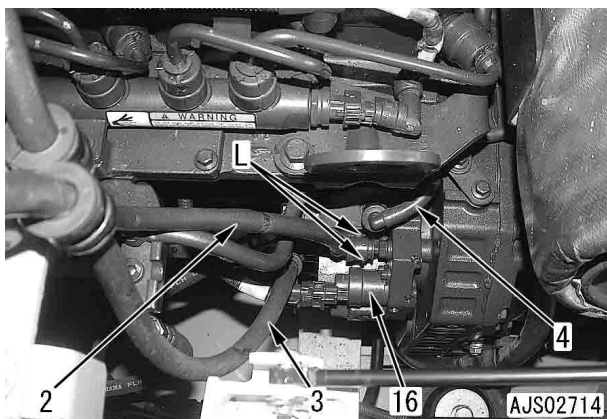
#### Removal

**⚠** Disconnect the negative terminal (-) of the battery before starting with the work.

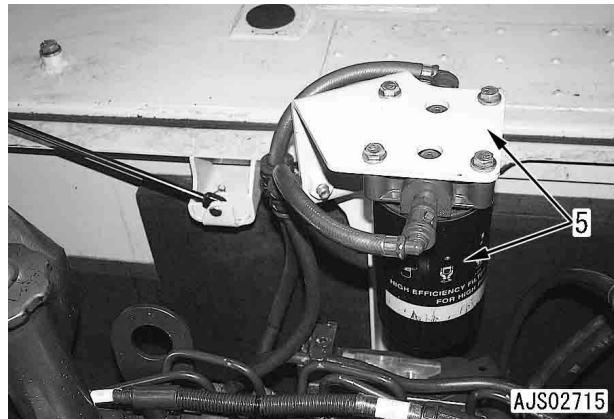
1. Turn the upper structure by 90°.
2. Remove the cover under the fuel tank (B section).
3. Close the fuel stop valve.
4. Remove cover (1).



5. Open the engine hood.
6. Disconnect fuel filter hoses (2) and (3) from fuel supply pump (16).
  - ★ Remove dirt on the connector in advance. (Because dirt sometimes makes locks (L) fit tight. )
  - ★ Pull out the hose while pushing locks (L) from both sides.
  - ★ When disconnecting the hoses, oil will flow out. Stop the flow by inserting plugs into the mouthpieces.
  - ★ Wooden plugs should not be used because wood chips may get into the fuel line.
7. Disconnect fuel return hose (4).

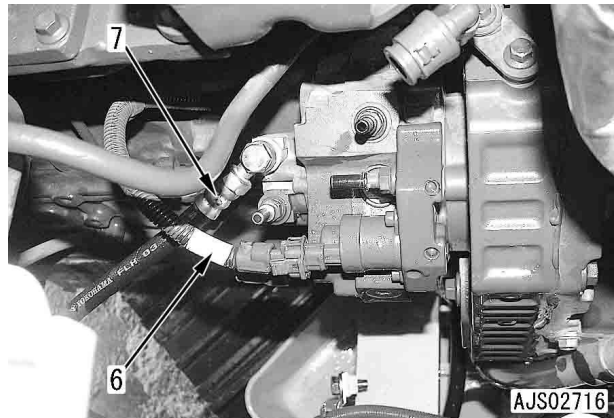


8. Remove fuel filter and bracket assembly (5).



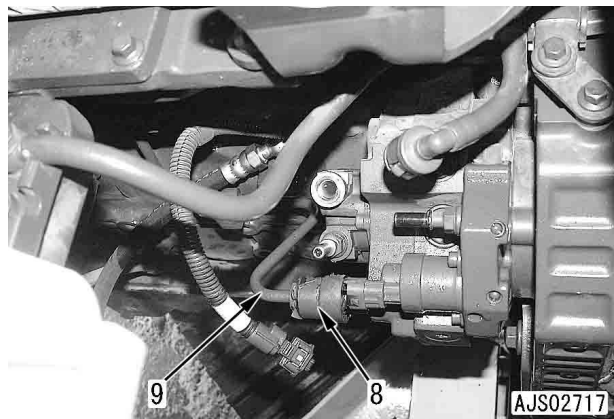
9. Disconnect connector CP3 (6).

10. Disconnect fuel supply hose (7).

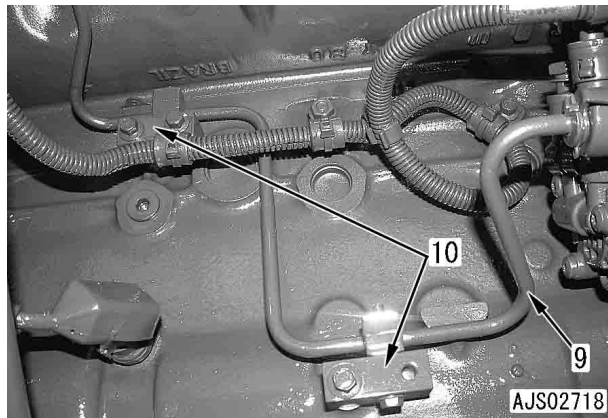


11. Remove bellows (8). [\*1]

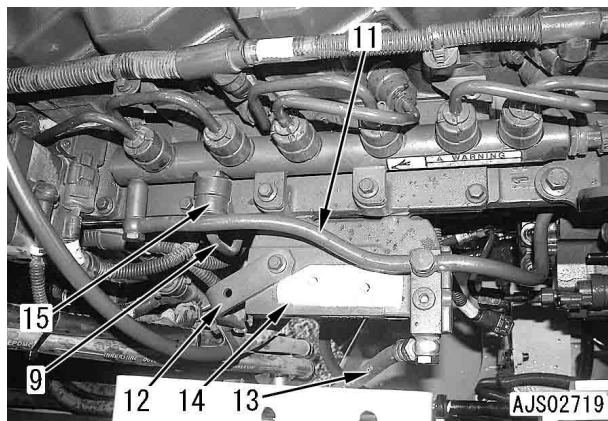
12. Disconnect high-pressure pipe (9). [\*1]



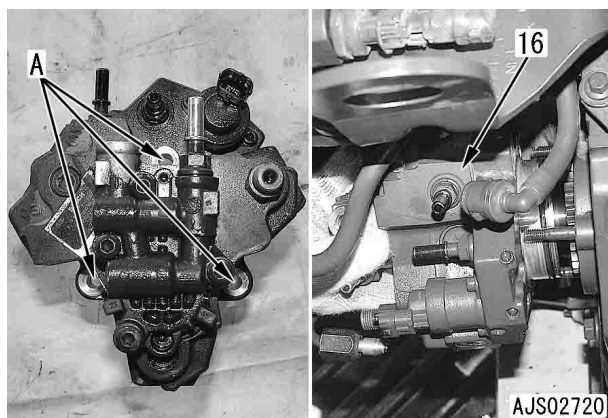
13. Disconnect 2 tube clamps (10). [<sup>\*1</sup>]



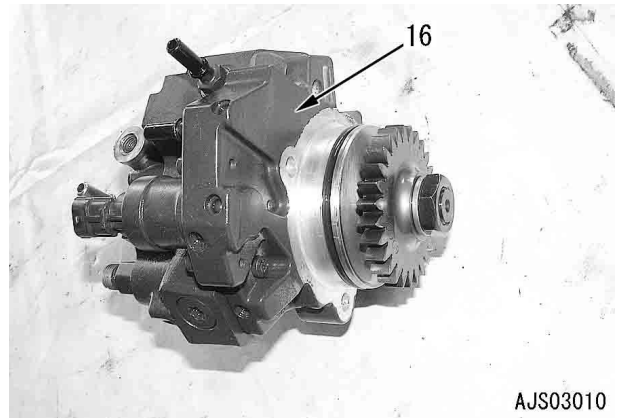
14. Disconnect fuel return tube (11). [<sup>\*2</sup>]  
 15. Disconnect bracket (12).  
 16. Disconnect fuel return hose (13).  
 17. Remove fuel block (14). [<sup>\*3</sup>]  
 18. Remove bellows (15).  
 19. Disconnect tube (9). [<sup>\*1</sup>]



20. Remove 3 nuts (A parts) and remove fuel injection pump assembly (16). [<sup>\*4</sup>]



- ★ Fuel injection pump assembly (16) comes off in one piece with the gear. No treatment (tooth thinning etc.) has been given to the gear teeth for aligning the 1st and 6th cylinder tops.



### Installation

- Installation is done in the reverse order of removal.

- ★ Figure: Refer to **Removal**.

[<sup>\*1</sup>]

- How to install high-pressure pipe (9)
  1. Tighten the sleeve nuts by hand. (both sides)
  2. Tighten the sleeve nuts in the order of firstly the pump side, then the common rail side.

☞ Sleeve nut:

**$35 \pm 3.5 \text{ Nm} \{3.57 \pm 0.36 \text{ kgm}\}$**

3. Install 2 tube clamps (10).

☞ Clamp mounting bolt:

**$24 \pm 4 \text{ Nm} \{2.45 \pm 0.41 \text{ kgm}\}$**

4. Install bellows (8) and (15).

- ★ Set the slits of each bellows out and down.
- ★ The bellows are installed so that fuel will not spout over the hot parts of the engine and catch fire when it leaks for some reason.

[<sup>\*2</sup>]

☞ Fuel return tube (11) mounting bolt:

**$24 \pm 4 \text{ Nm} \{2.45 \pm 0.41 \text{ kgm}\}$**

[<sup>\*3</sup>]

☞ Fuel block mounting bolt:

**$32 \pm 4 \text{ Nm} \{3.26 \pm 0.41 \text{ kgm}\}$**

[<sup>\*4</sup>]

☞ Fuel supply pump mounting nut:

**$24 \pm 4 \text{ Nm} \{2.45 \pm 0.41 \text{ kgm}\}$**

- **Air bleeding**

Bleed air from the fuel injection system.

- ★ Refer to the "Testing and adjusting" chapter.

## Removal and installation of fuel injector assembly

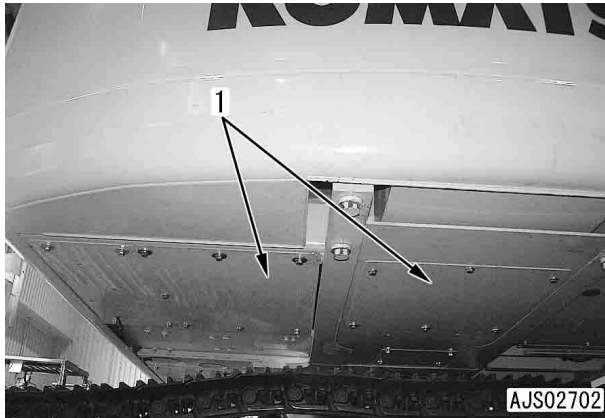
### Special tools

Symbol	Part number	Part name	Necessity	Q'ty	N/R	Sketch
A	3 795-799-6700	Puller	■	1	N	
	4 795-799-1131	Gear	■	1		
	5 795-799-8150	Remover	●	1	N	

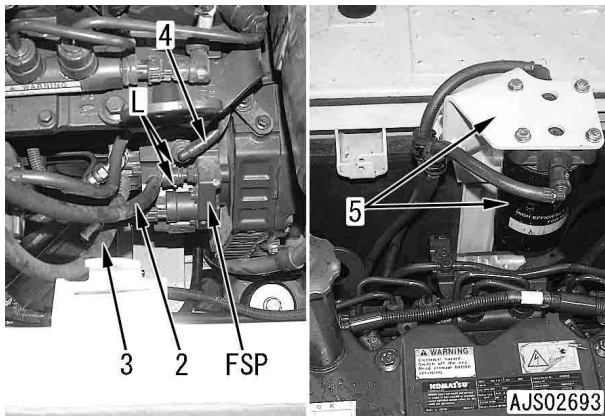
### Removal

**⚠** Disconnect the negative terminal (-) of the battery before starting with the work.

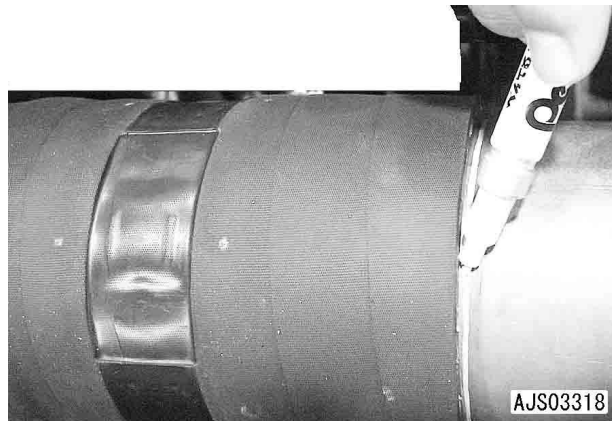
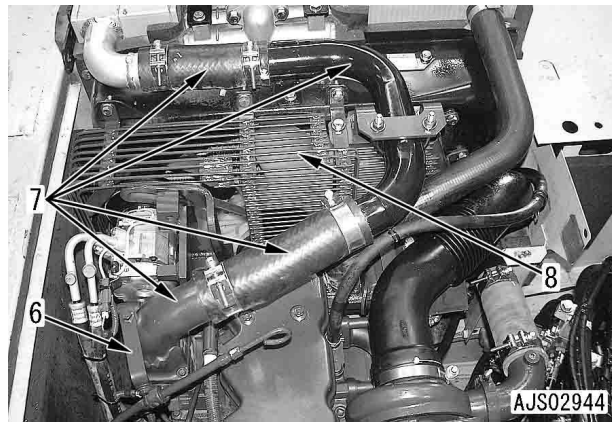
1. Remove covers (1).



2. Disconnect fuel filter hoses (2) and (3) from fuel supply pump (FSP).
  - ★ Pull out the hose while pushing locks (L) from both sides.
3. Disconnect fuel return hose (4).
4. Remove fuel filter and bracket assembly (5).

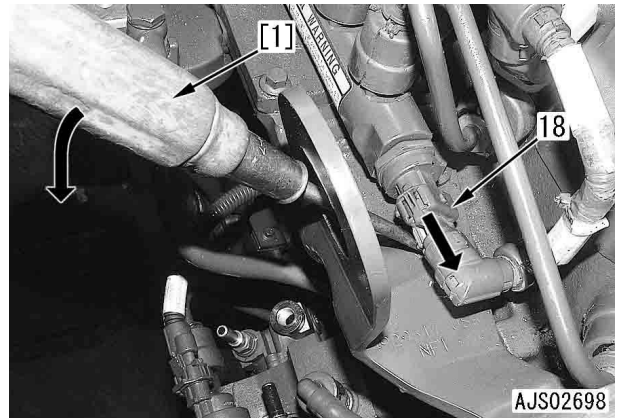
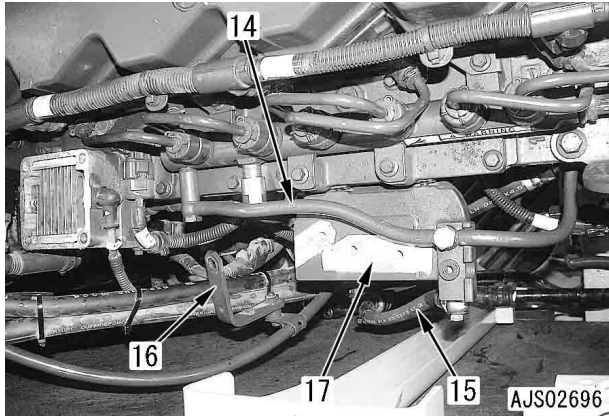


5. Disconnect bracket (6). [\*1]
6. Remove hose, tube and air intake connector assembly (7). [\*2]
  - ★ Remove it without separating from the bracket.
  - ★ Mark the hose edge and tube to show the original hose installation positions. (See figure below.)
  - ★ When removing the cylinder head cover only, it is not necessary to remove hose, tube and air intake connector assembly (7).
7. Remove fan guard (8).
  - ★ Remove it for checking the 3rd and 4th cylinder tops.

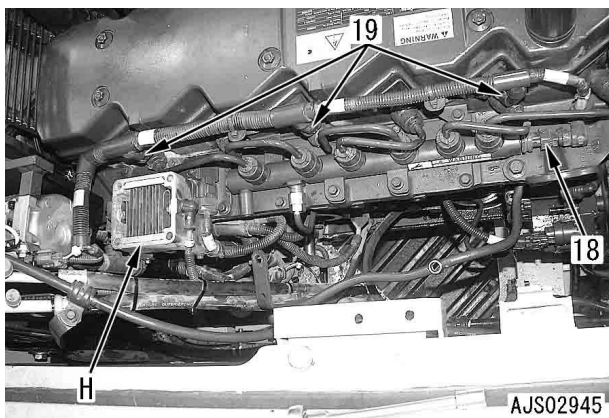
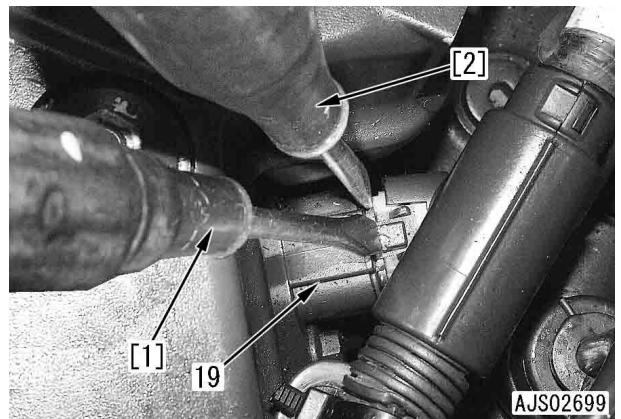




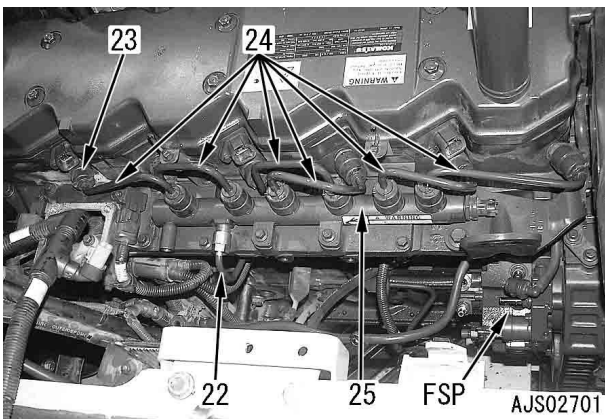
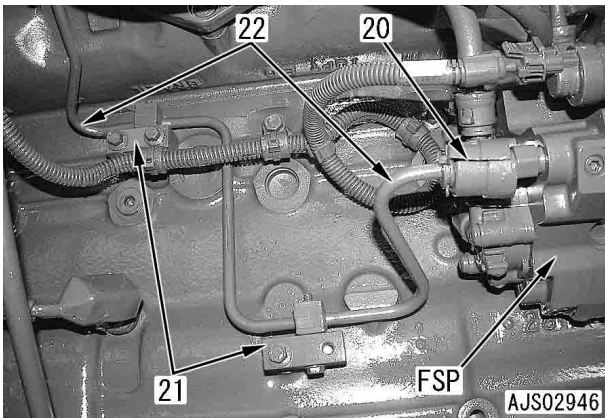
- ★ (9) – (13): Unused numbers
- 8. Disconnect fuel return hose (14). [\*3]
- 9. Disconnect fuel return hose (15). [\*4]
- 10. Disconnect bracket (16). [\*4]
- 11. Remove fuel block (17). [\*5]



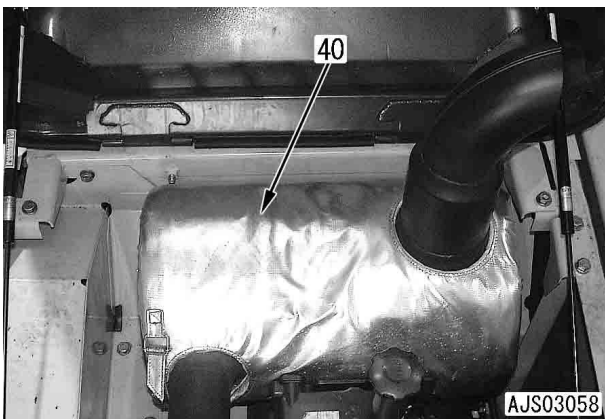
- 12. Disconnect connector (18).
  - ★ Pull out connector (18) in the direction of the arrow while pushing up its lock with flat-head screwdriver [1].
- 13. Disconnect connectors (19).
  - ★ As you cannot hold the connector, remove it as follows, using 2 flat-head screwdrivers.
    - 1) Keep pushing the lock of connectors (19) with flat-head screwdriver [1].
    - 2) Insert flat-head screwdriver [2] to the gap between the left or right side of the lock and the connector. Then twist the screwdriver from side to side gently to remove the connector gradually.
  - ★ Keep electrical intake air heater (H) drawn to the counterweight side.
  - ★ Keep the harness drawn to the counterweight side. [\*6]



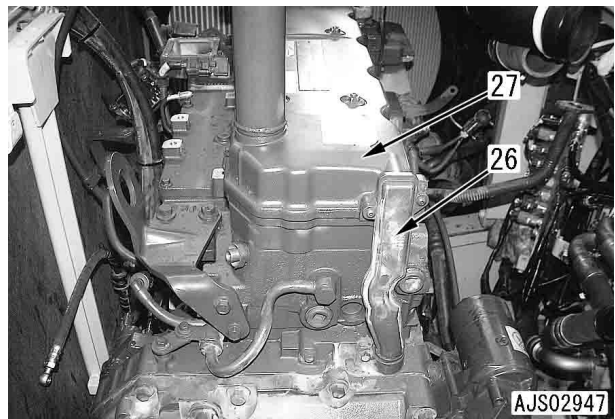
- 14. Remove bellows (20). [<sup>\*</sup>7]
- 15. Remove clamps (21) from the cylinder block and disconnect fuel supply tubes (22). [<sup>\*</sup>8]
  - ★ FSP: Fuel supply pump
- 16. Remove 6 bellows (23). [<sup>\*</sup>9]
  - ★ Cylinder head side only
- 17. Disconnect 6 high-pressure pipes (24) at the cylinder head side. [<sup>\*</sup>10]
- 18. Remove common rail and high-pressure pipe assembly (25). [<sup>\*</sup>11]



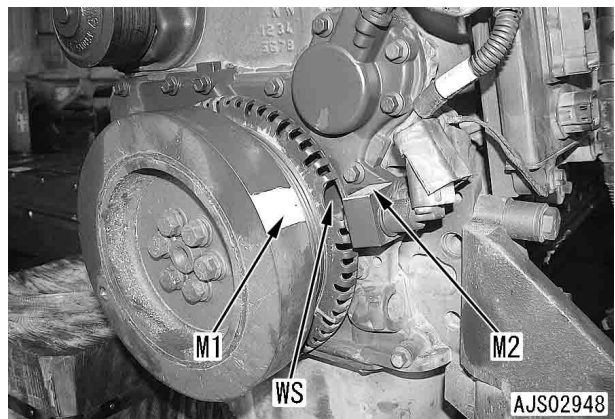
- 19. Remove muffler heat insulation cover (40).
  - ★ Secure space to remove blow-by duct (26).



- 20. Remove blow-by duct (26). [<sup>\*</sup>12]
- 21. Remove head cover (27). [<sup>\*</sup>13]



- 22. By cranking, align mark 1 (M1) at the damper side with mark 2 (M2) at the engine speed sensor side.
  - ★ Be careful that the aligning position is not the 1st and 6th cylinder top position but the 3rd and 4th cylinder top position.
  - ★ Mark 1 (M1) corresponds to wide-width slit (WS).
  - ★ Refer to the "Adjusting valve clearance" section in the Testing and adjusting chapter of this manual.
  - ★ Use tool A4 (refer to the tool list) for cranking.



23. Remove nuts (28) for the harnesses from the injector. [\*14]

Harness color	Cylinder No.
White	1, 3, 5
Black	2, 4, 6

24. Remove 12 mounting bolts and remove 6 rocker arm and crosshead assemblies (31).

- ★ Loosen locknuts (29) and then loosen adjustment screws (30) a few turns so that excessive force is not put on the push rod when the rocker arm is installed.
- ★ Keep records of installation position and direction of the crosshead (hole shape of (a) and (b) parts) (Install it in the same direction when reinstalling.)

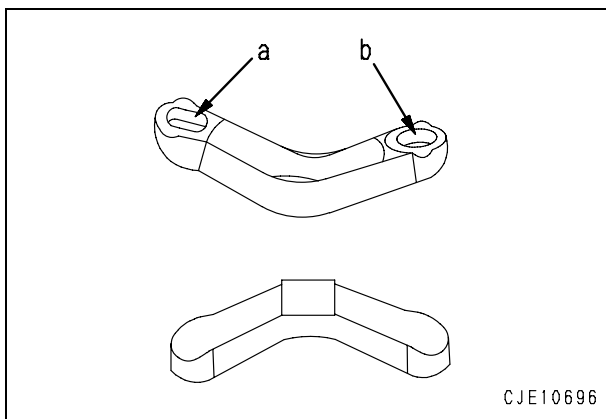
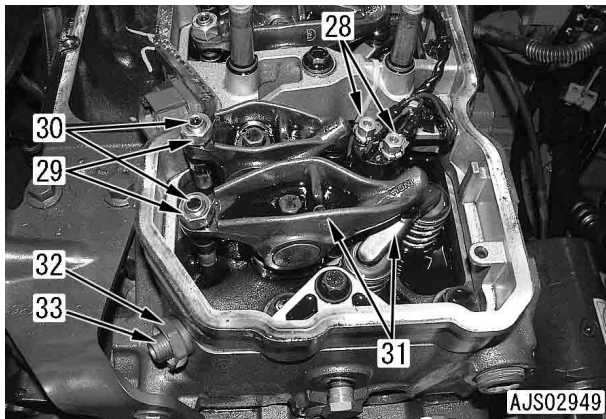
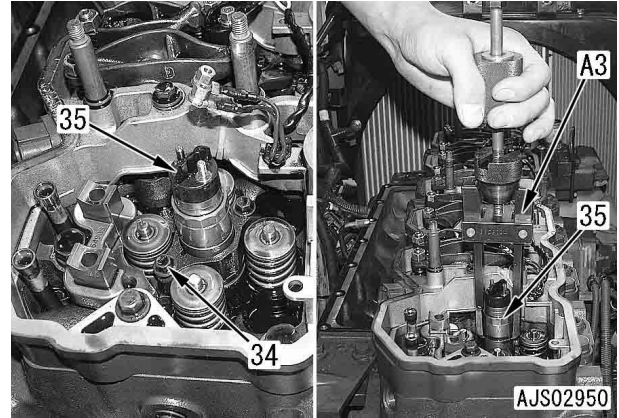
25. Remove retainers (32) and then remove 6 inlet connectors (33).

- ★ Remove and flush dirt etc, off the surrounding area in advance to prevent them from entering the connector holes.
- ★ Tool **A5**: remover is adopted for removing inlet connectors (33). (Refer to the tool list.)

26. Remove 2 mounting bolts (34) for fuel injector assembly (35).

27. Remove fuel injector assembly (35) using tool **A3**.


- ★ Be careful not to let any dust or foreign materials enter the fuel injector assembly mounting portion.



## Installation

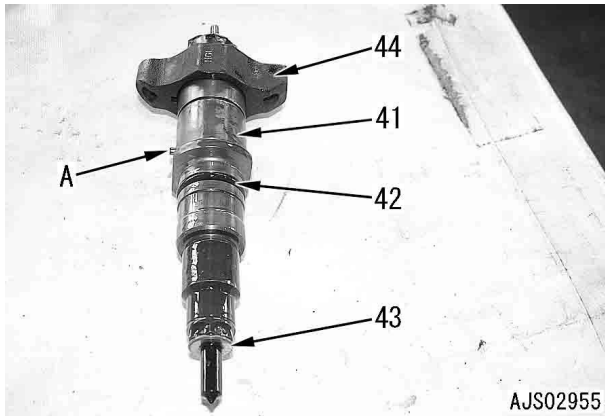
## 1. Fuel injector assembly

★ Check that there is no damage or dust on the fuel injector sleeve.

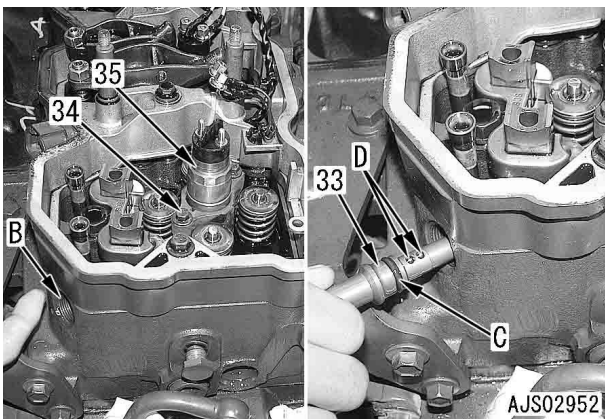
- 1) Install O-ring (42) and gasket (43) to fuel injector (41).
- 2) Coat O-ring (42) and the head side of fuel injector (41) with engine oil (EO15W-40).  
 O-ring (42) and the head side of fuel injector (41):

**Engine oil (EO15W-40)**

- 3) Install holder (44) to fuel injector (41) with concavity and convexity (A) fitted together.



- 4) Assemble fuel injector assembly (35) to the cylinder head with its fuel inlet hole facing the intake manifold side.
- 5) Tighten bolts (34) 3 or 4 turns.
- 6) Coat the head side (B part) of inlet connector (33) with engine oil (EO15W-40).
- 7) Coat O-ring (C) of inlet connector (33) with engine oil (EO15W-40). Then insert inlet connector (33) completely, aligning (D parts) with the side groove of the head.



- 8) Tighten inlet connector (33) with retainer (32) by hand. (Push it into the injector hole.)

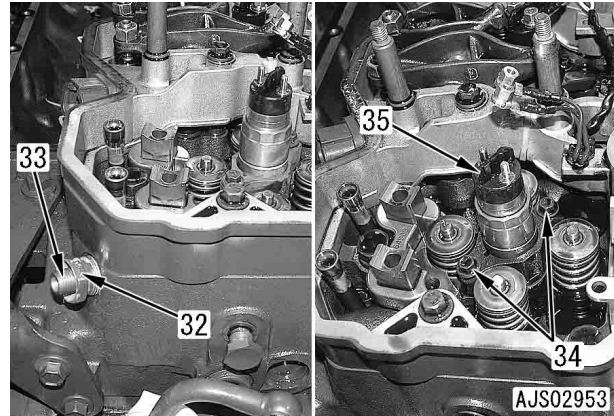
- 9) Tighten mounting bolts (34) for fuel injector assembly (35) alternately.

 Bolt:  $8 \pm 0.8 \text{ Nm}$  { $0.81 \pm 0.08 \text{ kgm}$ }

- 10) Tighten retainer (32).

 Retainer:

$50 \pm 5 \text{ Nm}$  { $5.1 \pm 0.5 \text{ kgm}$ }



## 2. Rocker arm and crosshead assembly

- 1) Install rocker arm and crosshead assembly (31).

★ When reusing the crosshead, install the same intake and exhaust valves in the same direction because the shapes of its holes (a) and (b) are different.

★ Tighten the mounting bolt after checking that the ball portion of adjustment screw (30) is well seated in the push rod socket.

🔧 Mounting bolt:

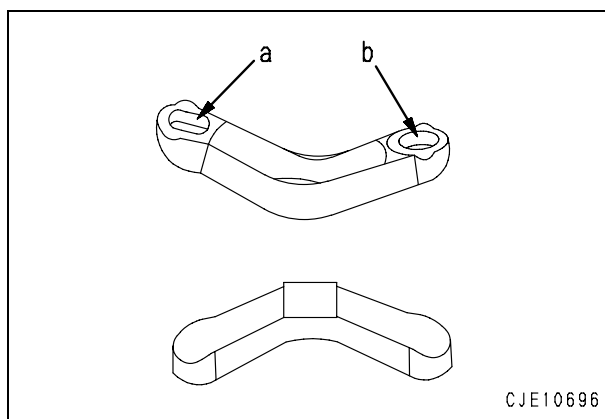
**$36 \pm 5 \text{ Nm}$  { $3.7 \pm 0.5 \text{ kgm}$ }**

- 2) Adjust the valve clearances.

★ Refer to the "Adjusting valve clearance" section in the Testing and adjusting chapter of this manual.

🔧 Locknut (29):

**$24 \pm 4 \text{ Nm}$  { $2.4 \pm 0.4 \text{ kgm}$ }**



- Carry out the rest of installation in the reverse order to removal.

[\*1]

🔧 Bracket mounting bolt:

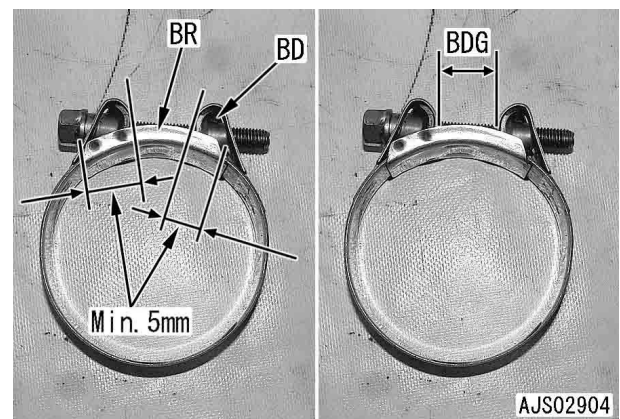
**$43 \pm 6 \text{ Nm}$  { $4.4 \pm 0.6 \text{ kgm}$ }**

[\*2]

🔧 Air intake connector mounting bolt:

**$24 \pm 4 \text{ Nm}$  { $2.4 \pm 0.4 \text{ kgm}$ }**

- MIKALOR clamp
- ★ Use a new clamp.
- ★ Align the hose to the original position (marking position).
- ★ Reference  
Depth of insertion: 60 mm (aftercooler side)
- ★ Set bridge (BR) under the clamp tightening bolt as the lap with band (BD) is Min. 5 mm.
- ★ Align the clamp to the original position.
- ★ Impact wrench is not applicable to use.
- 🔧 Clamp:  **$16 - 18 \text{ Nm}$  { $1.6 - 1.8 \text{ kgm}$ }**
- ★ When the tightening torque force is less than 16 Nm {1.6 kgm}, tighten it until the hand gap is adhered (BDG size is 0).



[\*3]

🔧 Joint bolt:  **$24 \pm 4 \text{ Nm}$  { $2.4 \pm 0.4 \text{ kgm}$ }**

[\*4]

🔧 Mounting bolt:  **$24 \pm 4 \text{ Nm}$  { $2.4 \pm 0.4 \text{ kgm}$ }**

[\*5]

🔧 Fuel block mounting bolt:

**$32 \pm 4 \text{ Nm}$  { $3.3 \pm 0.4 \text{ kgm}$ }**

[\*6]

⚠️ When installing, keep the distance of more than 10 mm between the high-pressure pipe and the harness.

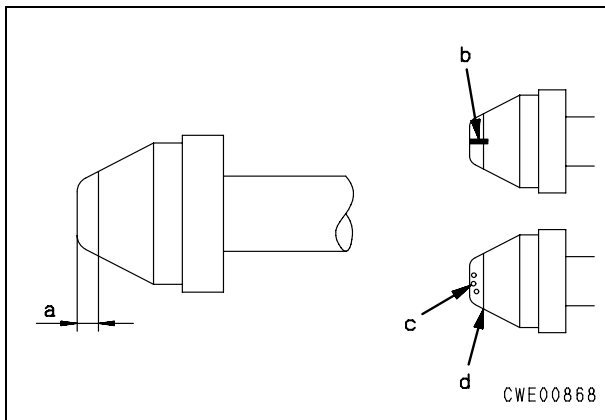
[\*7], [\*8], [\*9], [\*10], [\*11]

● **High-pressure pipes and common rail**

⚠ **Do not use high-pressure pipes with bending modification.**

⚠ **Be sure to use a genuine high-pressure pipe fixing clamp and observe strictly the tightening torque.**

★ A high-pressure pipe which has depressions such as visible vertical slit scar (b), patchy scars (c) etc. on the taper seal section of its connector ((a) part: within 2 mm from the tip), or a high-pressure pipe whose (d) part (end of the taper seal section: 2 mm from the tip) catches on a finger nail due to fatigue, may cause fuel leakage. In these cases, replace the high-pressure pipe.



3) Assemble common rail (25) and high-pressure pipes (51) – (56) temporarily.

⌘ Sleeve nut and mounting bolt:  
**0.2 – 0.8 Nm {0.02 – 0.08 kgm}**

4) Tighten high-pressure pipes (51) – (56) according to the following procedure.

⌘ Sleeve nut:  
**35 ± 3.5 Nm {3.6 ± 0.4 kgm}**

- 1] Head side of high-pressure pipes (51) and (56)
- 2] Common rail (25) side of high-pressure pipes (51) and (56)
- 3] Head side of high-pressure pipes (52), (53), (54) and (55)
- 4] Common rail (25) side of high-pressure pipes (52), (53), (54) and (55)

5) Tighten the sleeve nut of high-pressure pipes (22) temporarily.

6) Tighten high-pressure pipe (22) in the order of firstly pump (FSP) side, then common rail (25) side.

⌘ Sleeve nut:  
**35 ± 3.5 Nm {3.6 ± 0.4 kgm}**

7) Tighten clamps (21) of high-pressure pipe (22).

⌘ Mounting bolt:  
**24 ± 4 Nm {2.4 ± 0.4 kgm}**

8) Tighten common rail (25) with 4 bolts.

★ Coat the 2 bolt threads on the inner side of the engine with sealant (LG-7).

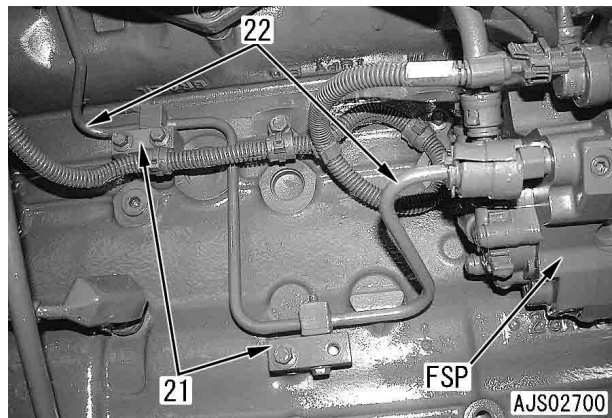
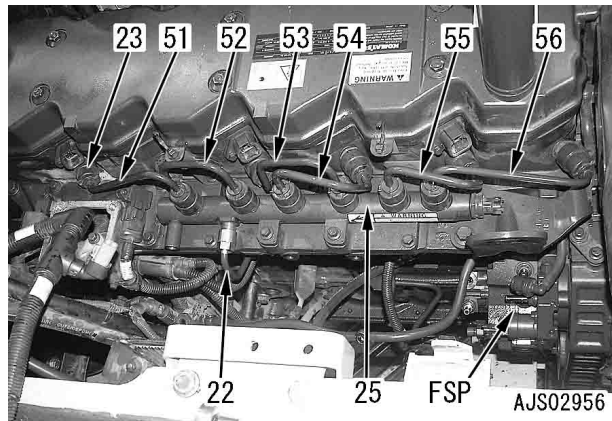
⌘ Mounting bolt:  
**24 ± 4 Nm {2.4 ± 0.4 kgm}**

9) Install bellows (23) to each high-pressure pipe. (14 pieces)

★ Set the slits of each bellows out and down.

★ The bellows are installed so that fuel will not spout over the hot parts of the engine and catch fire when it leaks for some reason.

★ FSP: Fuel supply pump



[\*12]  
⌘ Blow-by duct mounting bolt:  
**10 ± 2 Nm {1.0 ± 0.2 kgm}**

[\*13]  
⌘ Head cover mounting nut:  
**24 ± 4 Nm {2.4 ± 0.4 kgm}**

[\*14]  
★ Harness installation position

Harness color	Cylinder No.
White	1, 3, 5
Black	2, 4, 6

⌘ Harness mounting nut:  
**1.5 ± 0.25 Nm {0.15 ± 0.03 kgm}**



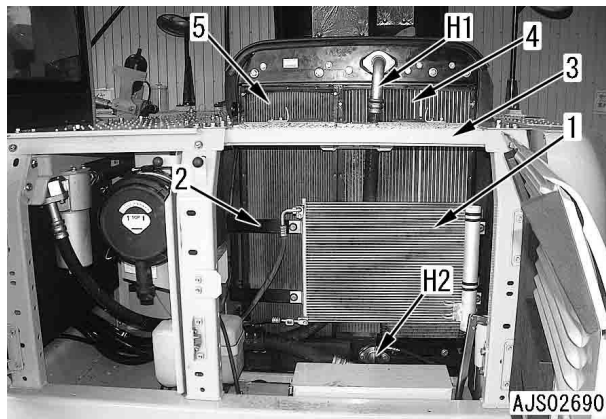
## Removal and installation of engine front seal

### Special tools

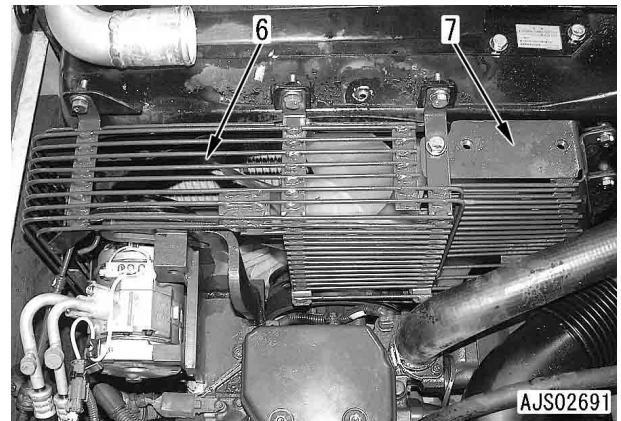
Symbol	Part number	Part name	Necessity	Qty	N/R	Sketch
A	1 795-799-6400	Seal puller	■	1	N	
	6 790-331-1120	Wrench (Angle)	●	1		

### Removal

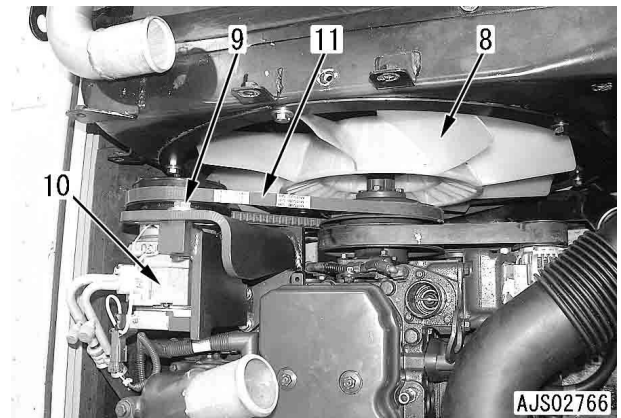
1. Remove the radiator assembly referring to the section of "Removal and installation of radiator assembly".
2. Remove the hydraulic oil cooler assembly referring to the section of "Removal and installation of hydraulic oil cooler assembly".
3. Remove the aftercooler assembly referring to the section of "Removal and installation of aftercooler assembly."
4. Remove mounting bolts for air conditioner condenser (1) and put aside air conditioner condenser (1).
5. Remove bracket (2).
6. Remove cover (3).
7. Remove nets (4) and (5).  
★ Hydraulic oil cooler hoses **H1** and **H2** have already been removed with removal.



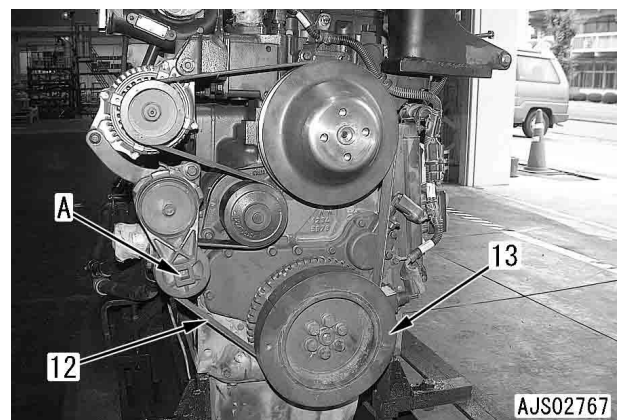
8. Remove fan guards (6) and (7).



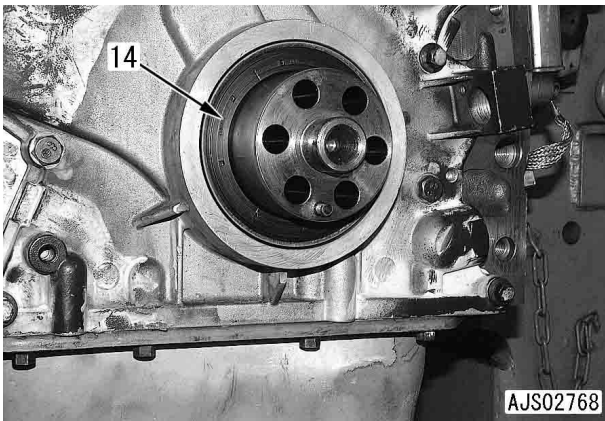
9. Remove fan (8). [\*1]
10. Loosen air conditioner compressor bracket adjustment bolts (9).  
★ There is another bolt behind.
11. Move air conditioner compressor assembly (10).
12. Remove air conditioner compressor drive belt (11). [\*2]



13. Loosen tension by inserting a wrench to (A) part, and remove alternator belt (12).
14. Remove 6 mounting bolts and remove vibration damper (13).

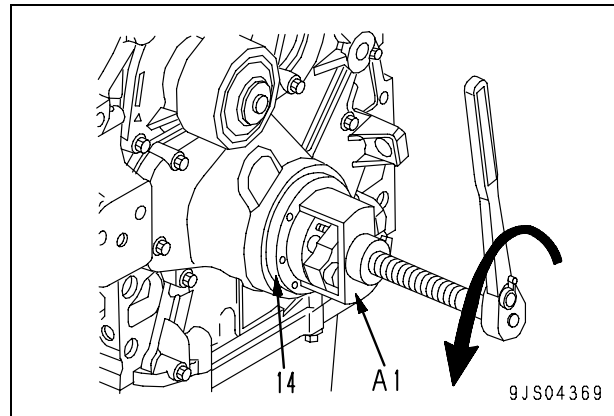


15. Remove seal (14).

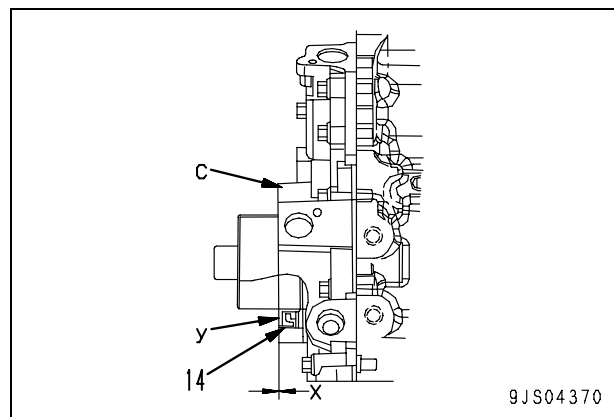


**Installation**

1. Install front seal (14) using tool **A1**.
  - ★ Before installing the seal, check that the end corners and lip sliding surfaces of the crankshaft are free from flaw, burr, and rust of the housing.
  - ★ When installing the seal, do not coat the shaft and seal lip with oil, grease etc. Also, wipe off grease from the shaft completely.



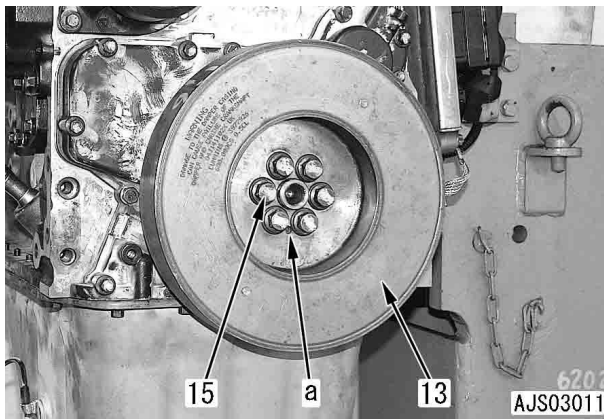
- ★ From cover (C) of seal (14)
  - Extrusion **x: less than 0.38 mm**
  - Facial runout (TIR: total indicator reading) **y: less than 0.25 mm**



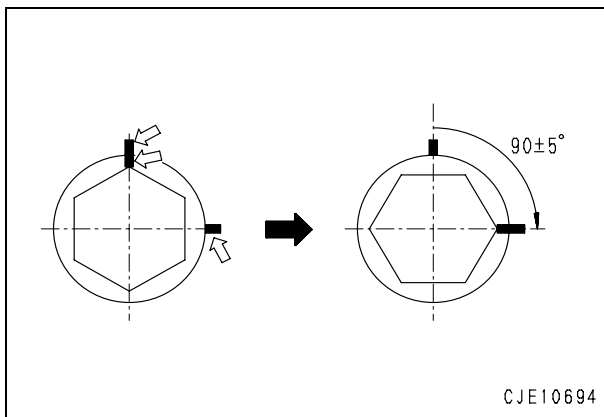


## 2. Vibration damper

- 1) Install vibration damper (13), aligning its dowel hole with dowel pin (a) of the crankshaft.
- 2) Tightening procedure of bolts (15)
  - 1] Tighten to a torque of  $55 \pm 5$  Nm { $5.6 \pm 0.5$  kgm} in diagonal order.
  - 2] Loosen the bolts  $180^\circ$ .
  - 3] Tighten to a torque of  $55 \pm 5$  Nm { $5.6 \pm 0.5$  kgm} in diagonal order.
  - 4]  $90^\circ \pm 5^\circ$ 
    - ★ Tool **A6**: wrench is adopted for angle tightening. (Refer to the tool list.)




- When an angle tightening tool is not used: Put marks on the vibration damper and bolts with a felt-tip pen, and then tighten the bolts an additional  $90^\circ \pm 5^\circ$ .



- Carry out the rest of installation in the reverse order to removal.

[\*1]

 Fan mounting bolt :  
 **$43 \pm 6$  Nm { $4.4 \pm 0.6$  kgm}**

[\*2]

- ★ Refer to the section of "Checking and adjusting air conditioner compressor belt tension" in the Testing and adjusting chapter in this manual.

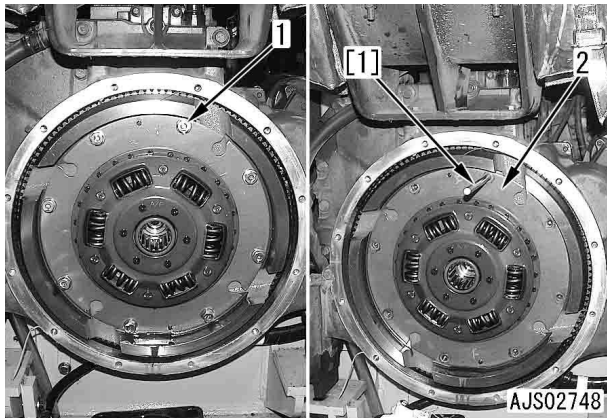
## Removal and installation of engine rear seal

### Special tools

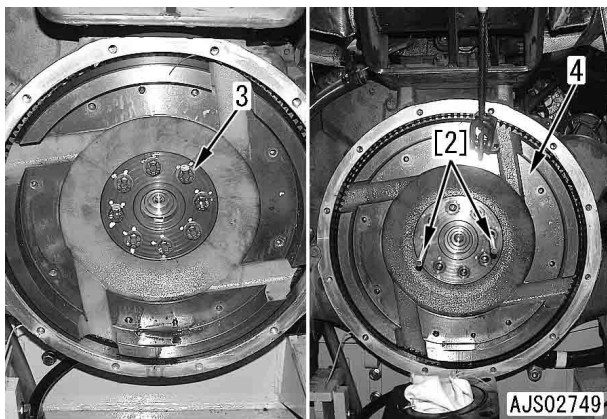
Symbol	Part number	Part name	Necessity	Qty	N/R	Sketch
A 2	795-799-6500	Seal puller	■	1	N	

### Removal


1. Remove the hydraulic pump assembly referring to the section of "Removal and installation of hydraulic pump assembly."
2. Remove mounting bolt (1) and set guide bolt [1].
3. Remove damper assembly (2).

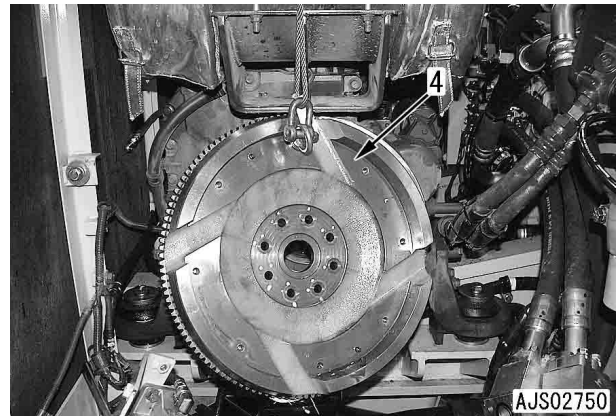


4. Remove mounting bolt (3) and insert guide bolts [2]. [\*1]  
★ Width across flats: 18 mm
5. Lift temporarily flywheel assembly (4) and pull out flywheel assembly (4).  
★ Be careful not to let the guide bolts drop out.

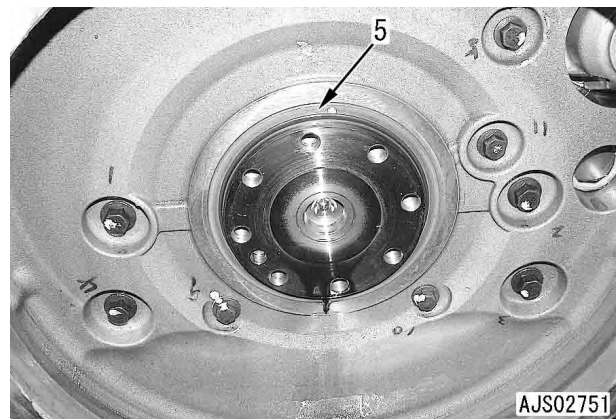


6. Lift off flywheel assembly (4) to remove it.

 Flywheel assembly: 35 kg

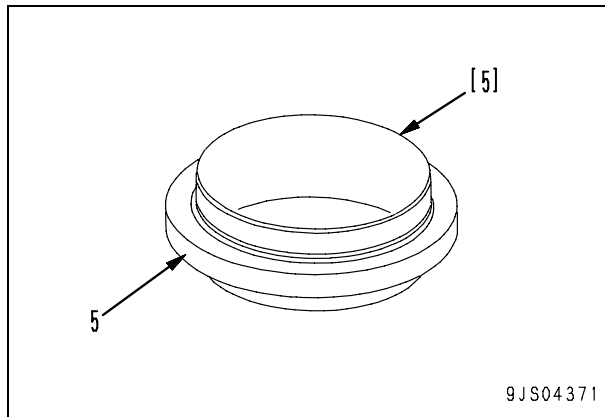


7. Remove seal (5) as follows.  
★ Use care in the removal so that the crankshaft may not be damaged.

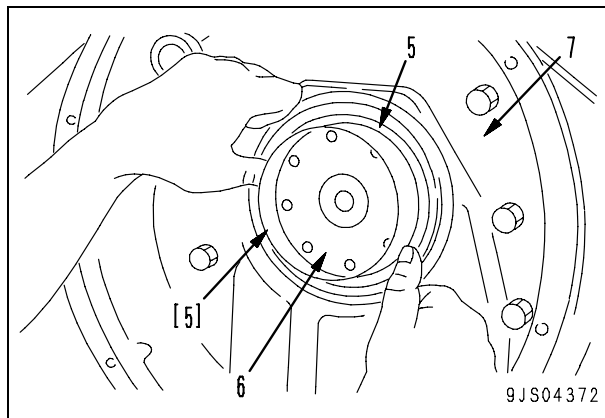


**Installation**

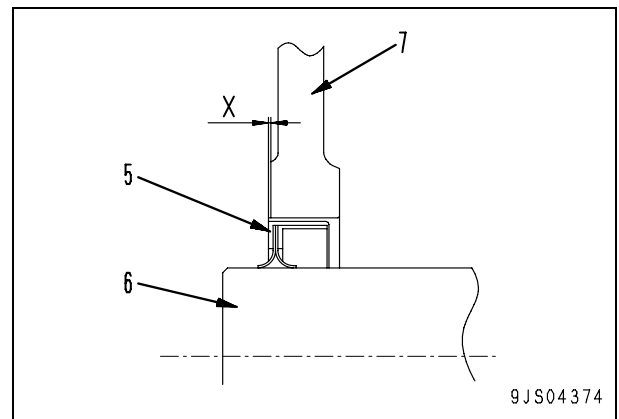
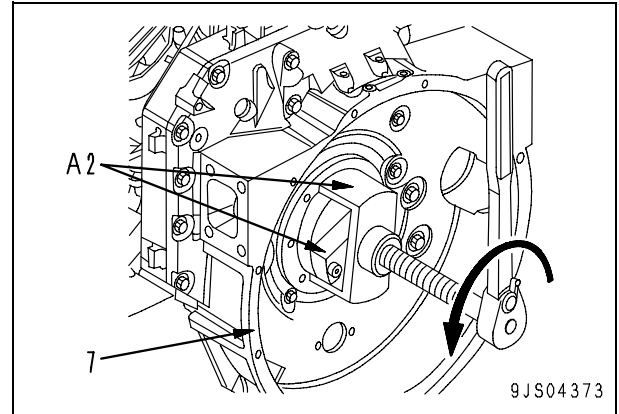
1. Install the oil seal according to the following procedure.
  - ★ Do not remove pilot [5] which is attached to oil seal (5) until oil seal (5) is inserted to the crankshaft.
  - ★ Before installing the oil seal, degrease, clean and dry the crankshaft sealing face and the seal lip face to prevent oil leakage.



2. Insert pilot [5] to crankshaft (6) and push oil seal (5) into flywheel housing (7).
3. Push in oil seal (5) further and pull out pilot [5].



4. Install oil seal (5) on flywheel housing (7) to the proper depth by using tool A2.
  - ★ Push in oil seal (5) taking care that there is no bend etc. on it.
  - ★ Extrusion of oil seal (5) from flywheel housing (7)
    - X: less than 0.38 mm

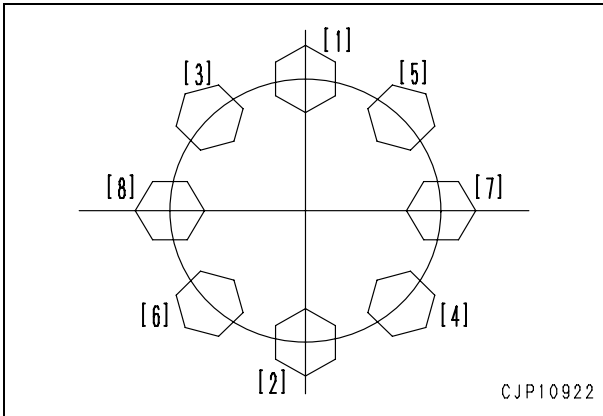


- Carry out the rest of installation in the reverse order to removal.

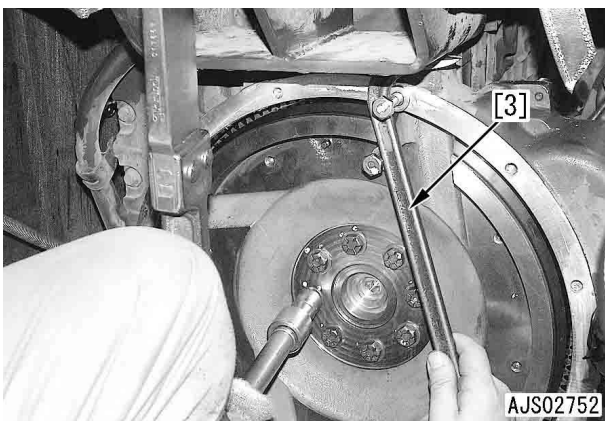
[\*1]

- ★ Tighten the 8 flywheel assembly mounting bolts in the order of (1) through (8) as shown in the figure below.

☞ Flywheel assembly mounting bolt:  
 $137 \pm 7 \text{ Nm } \{13.97 \pm 0.71 \text{ kgm}\}$

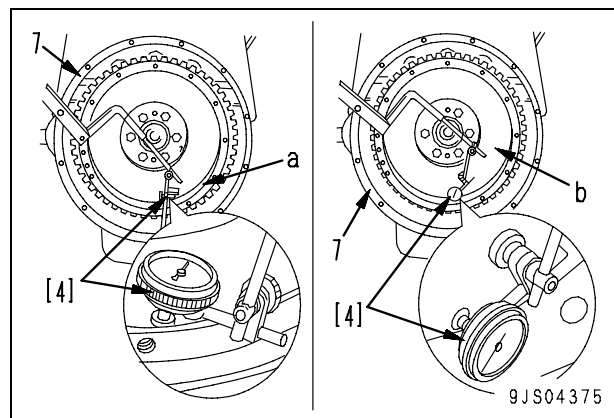


- ★ Tighten the bolts using bar [3] for preventing rotation of the flywheel assembly.



- Measurement of radial runout
  - ★ Radial runout: less than **0.13 mm**
  - 1) Set dial gauge [4] to the stand, and set it to flywheel housing (7).
  - 2) Bring the dial gauge probe into contact with faucet joint portion (a) or the outer perimeter surface of the flywheel at a right angle.
  - 3) Rotate the flywheel 360° and measure the difference of the maximum swing of the dial gauge indicator.
    - ★ Check that the dial gauge indicator is back in the original position after the flywheel is rotated 360°.

- Measurement of facial runout
  - ★ Facial runout: less than **0.20 mm**
  - 4) As in the case of measurement of radial runout, bring the dial gauge probe into contact with end surface (b) near the outer perimeter of the flywheel at a right angle.
    - ★ Conduct measurement pulling the crankshaft to either the front or rear side to prevent errors caused by shakiness.
  - 5) Rotate the flywheel 360° and measure the difference of the maximum swing of the dial gauge indicator.



## Removal and installation of cylinder head assembly

### Special tools

Symbol	Part number	Part name	Necessity	Q'ty	N/R	Sketch	
A	3	795-799-6700	Puller	■	1	N	
	4	795-799-1131	Gear	■	1		
	5	795-799-8150	Remover	●	1	N	
	6	790-331-1120	Wrench (Angle)	●	1		
	7	795-790-4510	Gauge	●	1	N	

### Removal

- ⚠ **Disconnect the negative terminal (-) of the battery before starting with the work.**

1. Remove covers (1).



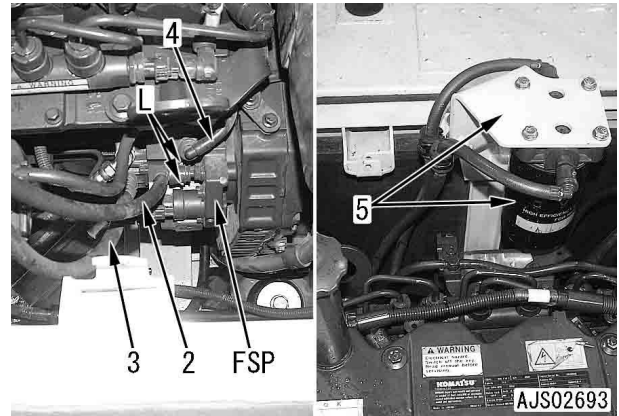
2. Drain the engine coolant.

🚰 Coolant: **Approx. 21.5 ℓ**

3. Remove the following referring to the section of "Removal and installation of engine and hydraulic pump assembly."

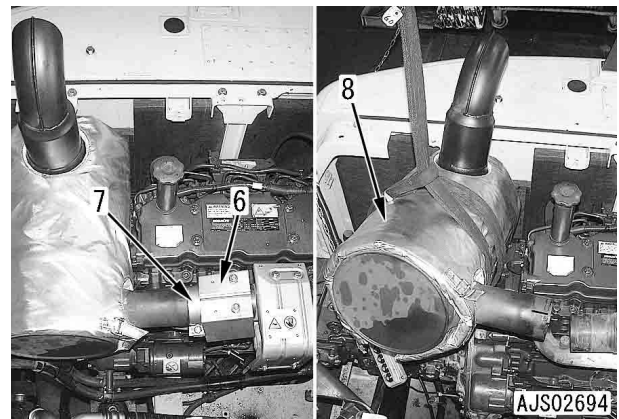
- Engine hood
- Top cover on control valve
- Cover between hydraulic pump and engine
- Frame between control valve and engine
- Cover between control valve and engine
- ★ The frame between the control valve and the engine should be kept installed as a foothold.

4. Disconnect fuel filter hoses (2) and (3) from fuel supply pump (FSP).
  - ★ Remove dirt on the connector in advance. (Because dirt sometimes makes lock (L) fit tight.)
  - ★ Pull out the hose while pushing lock (L) from both sides.
5. Disconnect fuel return hose (4).
6. Remove fuel filter and bracket assembly (5).

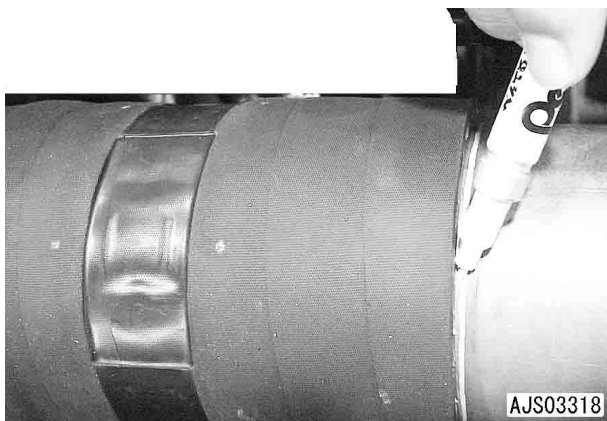
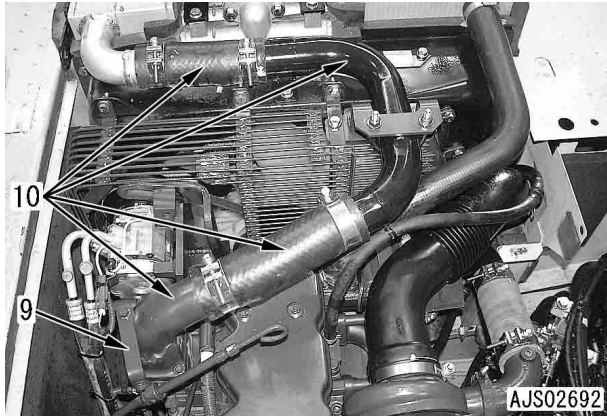


7. Remove cover (6).
8. Remove clamp (7).
9. Remove the mounting bolt and lift off muffler assembly (8) to remove it. [\*1]

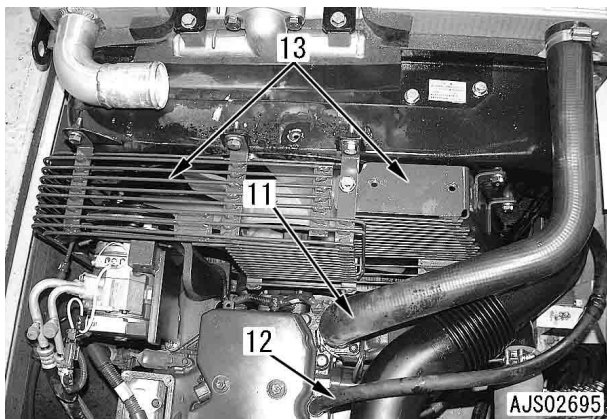
📏 Muffler assembly: **35 kg**



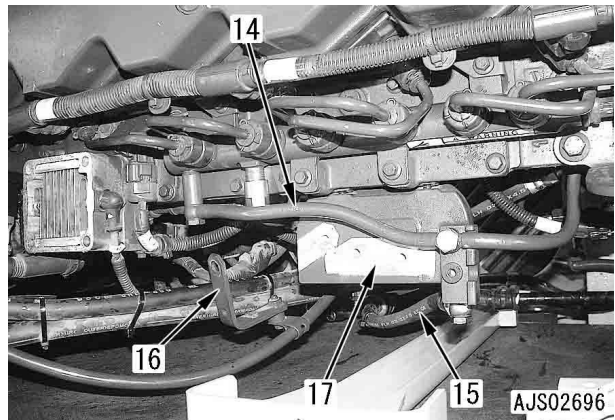
- 10. Disconnect bracket (9). [<sup>\*2</sup>]
- 11. Remove hose, tube and air intake connector assembly (10). [<sup>\*3</sup>]
- ★ Remove it without separating from the bracket.
- ★ Mark the hose edge and tube to show the original hose installation positions. (See figure below.)



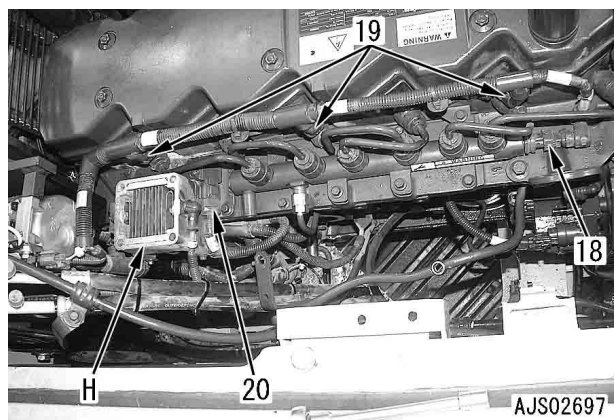
- 12. Disconnect radiator hose (11). [<sup>\*4</sup>]
- 13. Disconnect heater hose (12).
- 14. Remove fan guards (13).

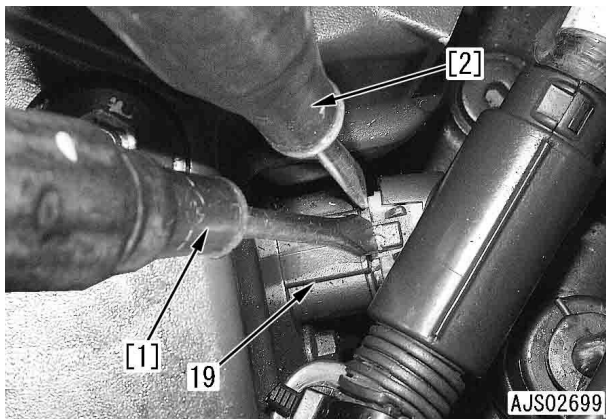
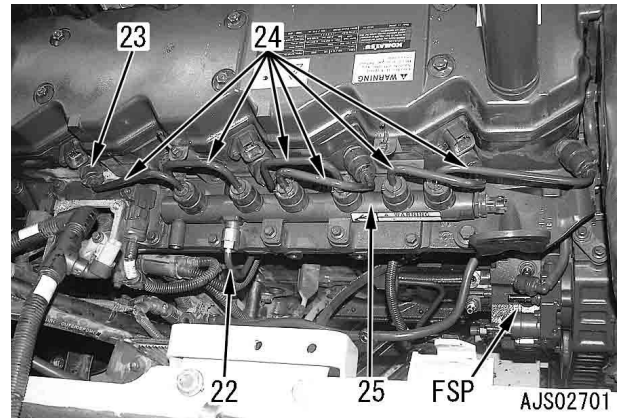
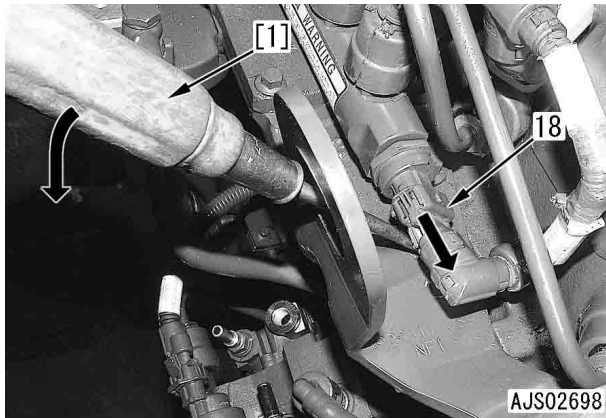


- 15. Disconnect fuel return hose (14). [<sup>\*5</sup>]
- 16. Disconnect fuel return hose (15).
- 17. Disconnect bracket (16). [<sup>\*6</sup>]
- 18. Remove fuel block (17). [<sup>\*7</sup>]

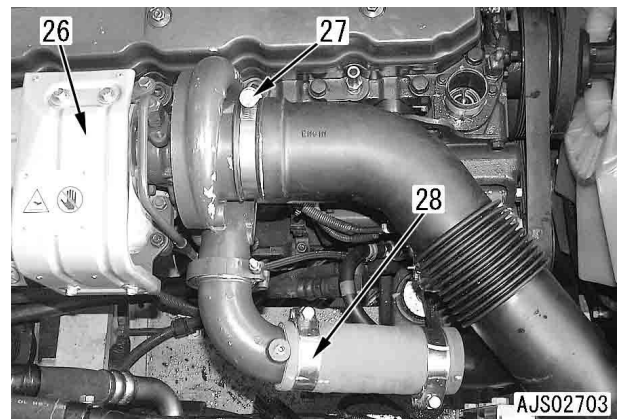


- 19. Disconnect connector (18).
  - ★ Pull out connector (18) in the direction of the arrow while pushing up its lock with flat-head screwdriver [1].
- 20. Disconnect connector (19).
  - ★ As you cannot hold the connector, remove it as follows, using 2 flat-head screwdrivers.
    - 1) Keep pushing the locks of connectors (19) with flat-head screwdriver [1].
    - 2) Insert flat-head screwdriver [2] to the gap between the left or right side of the lock and the connector. Then twist the screwdriver from side to side gently to remove the connector gradually.
- 21. Disconnect connector with boost pressure and intake air temperature sensor (20).
  - ★ Keep electrical intake air heater (H) drawn to the counterweight side.
  - ★ Keep the harness drawn to the counterweight side. [<sup>\*8</sup>]



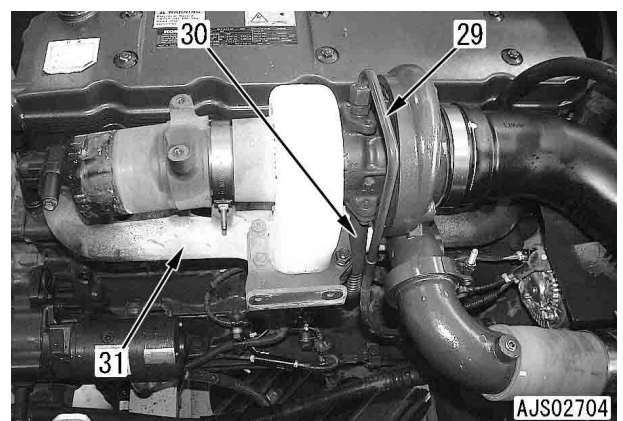
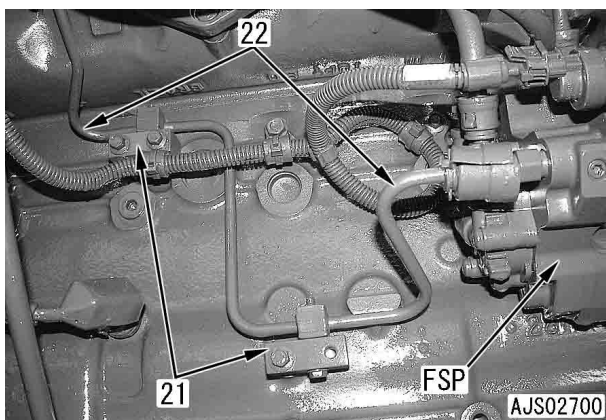


- 26. Remove protection cover (26). [\*11]
- 27. Loosen air tube clamp (27). [\*11]
- 28. Loosen hose clamp (28). [\*12]




- 22. Remove clamps (21) from the cylinder block and disconnect high-pressure pipes (22). [\*9]
  - ★ FSP: Fuel supply pump
  - ★ Remove the bellows from the sleeve nut portions.
- 23. Remove 6 bellows (23).
  - ★ Cylinder head side only
- 24. Disconnect 6 high-pressure pipes (24) at the cylinder head side. [\*9]
- 25. Remove common rail and high-pressure pipe assembly (25). [\*10]

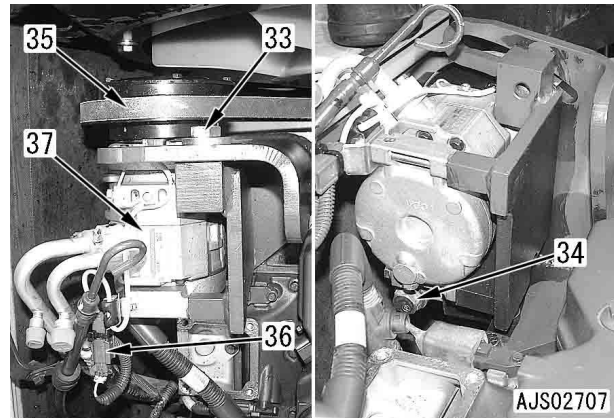
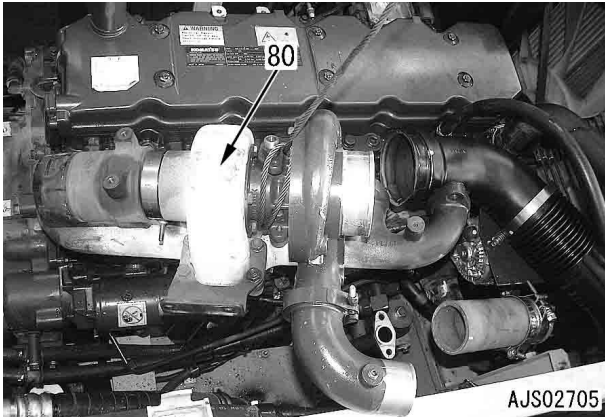
- 29. Disconnect lubrication inlet hose (29) and lubrication outlet hose (30). [\*13]
- 30. Remove all the mounting bolts for exhaust manifold (31) except a few pieces. [\*14]



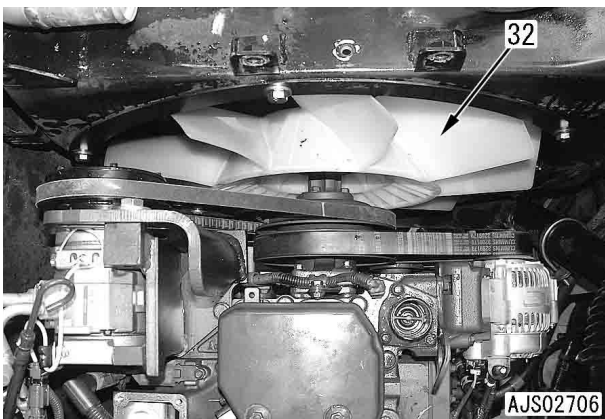


31. Lift temporarily exhaust manifold and turbocharger assembly (80), and remove the remaining mounting bolts. [\*14]
32. Lift off exhaust manifold and turbocharger assembly (80) to remove it.

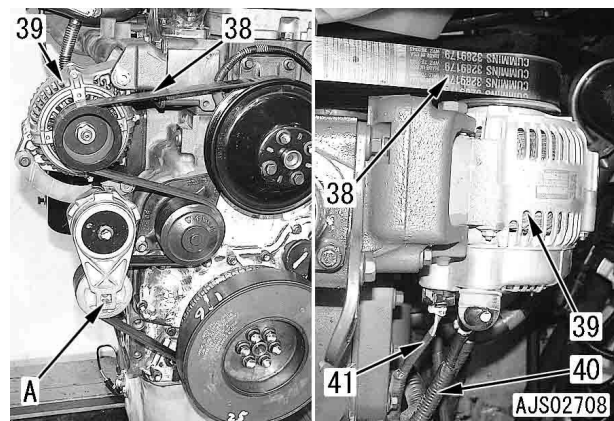
 Exhaust manifold and turbocharger assembly: **25 kg**



33. Remove fan (32). [\*15]
- ★ Keep the fan dropped down.



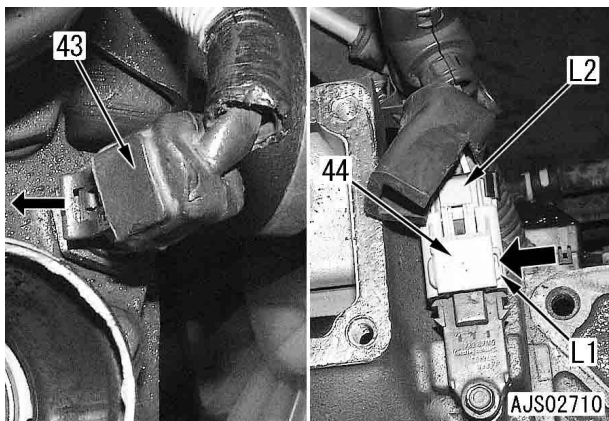
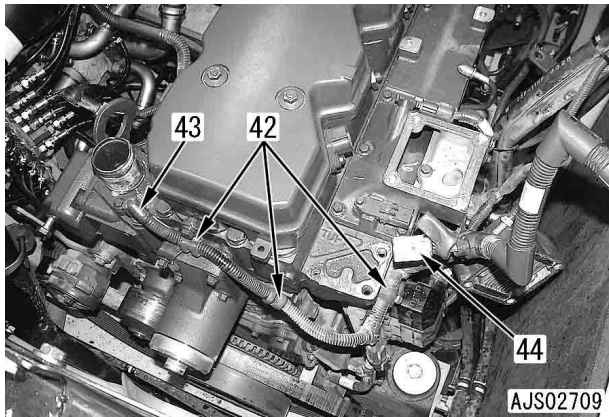
38. Insert a wrench to (A) part and remove fan belt (38) from alternator (39).
39. Disconnect connectors AB (40) and E12 (41).
40. Remove alternator (39).



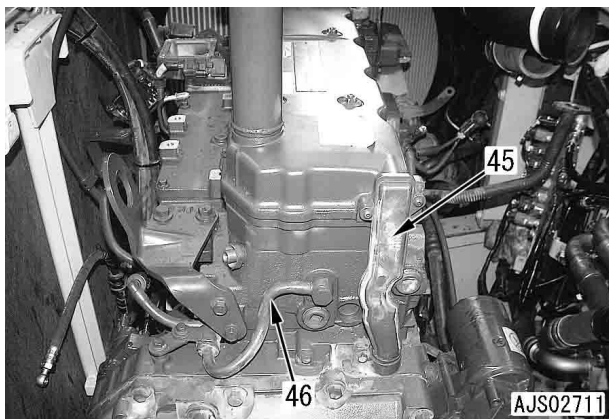
34. Loosen air conditioner compressor bracket mounting bolts (33) and (34).
35. Remove air conditioner compressor drive belt (35). [\*16]
36. Disconnect connector AC02 (36).
37. Remove air conditioner compressor assembly (37).
- ★ Remove air conditioner compressor assembly in one piece with the bracket and put them on the counterweight.



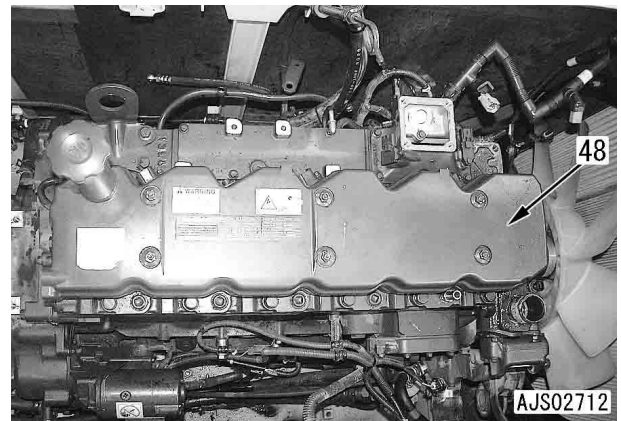
41. Disconnect clamp (42).
42. Disconnect connector with water temperature sensor (43) and air intake pressure sensor (44).
- ★ Connector with water temperature sensor (43):  
Pull the lock (female side) to the outside.
  - ★ Air intake pressure sensor (44):  
1] Push lock (L1) and slide it.  
2] Pull out the connector while pushing lock (L2).



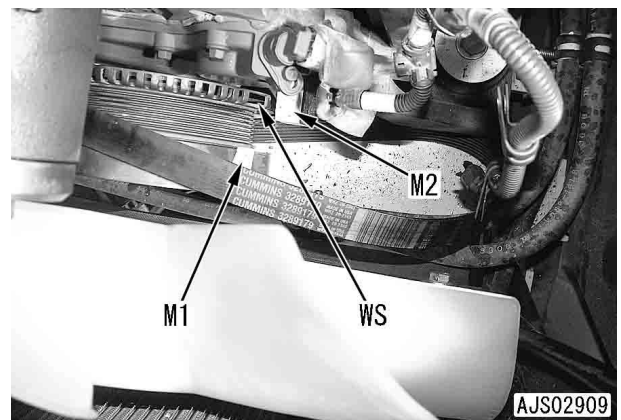
43. Remove blow-by duct (45).
44. Disconnect fuel return tube (46).



45. Remove head cover (48).



46. By cranking, align mark 1 (M1) at the damper side with mark 2 (M2) at the engine speed sensor side.
- ★ Be careful that the aligning position is not the 1st and 6th cylinder top position but the 3rd and 4th cylinder top position.
  - ★ Mark 1 (M1) corresponds to wide-width slit (WS).
  - ★ Refer to the "Adjusting valve clearance" section in the Testing and adjusting chapter of this manual.
  - ★ Use tool A4 (refer to the tool list) for cranking.



47. Remove nuts (49) for the harnesses from the injector.

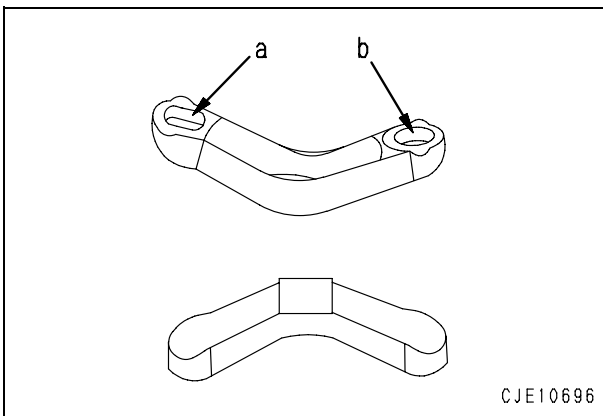
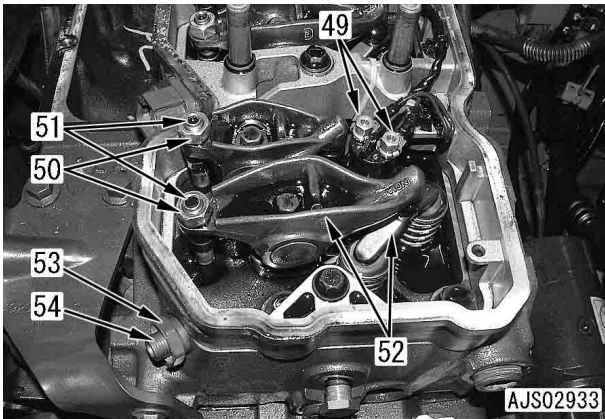
Harness color	Cylinder No.
White	1, 3, 5
Black	2, 4, 6

48. Remove 12 mounting bolts and remove 6 rocker arm and crosshead assemblies (52).

- ★ Loosen locknuts (50) and then loosen adjustment screws (51) a few turns so that excessive force is not put on the push rod when the rocker arm is installed.
- ★ Keep records of installation position and direction of the crosshead (hole shape of (a) and (b) parts) (Install it in the same direction when reinstalling.)

49. Remove retainers (53) and then remove 6 inlet connectors (54).

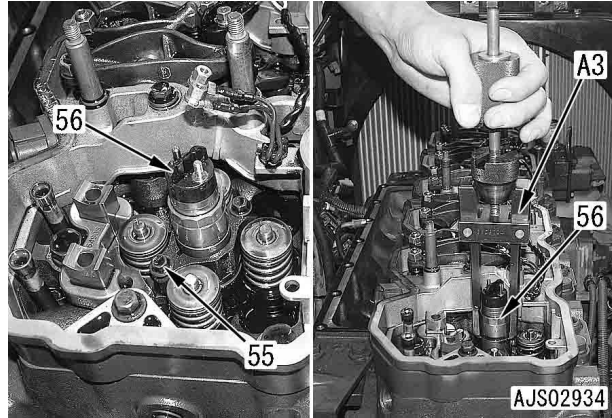
- ★ Remove and flush dirt etc, off the surrounding area in advance to prevent them from entering the connector holes.
- ★ Tool **A5**: remover is adopted for removing inlet connectors (54). (Refer to the tool list.)



50. Remove 2 mounting bolts (55) for injector assembly (56).

51. Remove injector assembly (56) using tool **A3**.

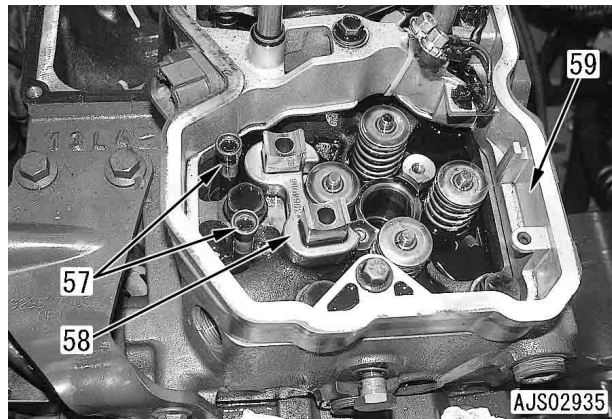
- ★ Be careful not to let any dust or foreign materials enter the fuel injector assembly mounting portion.




52. Remove push rods (57).

53. Remove rocker arm support (58).

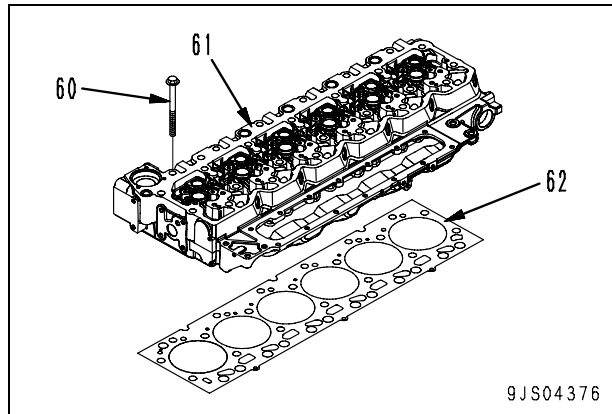
54. Remove rocker housing assembly (59).



55. Remove 26 mounting bolts (60) and lift off cylinder head assembly (61) to remove it.

 Cylinder head assembly: **75 kg**

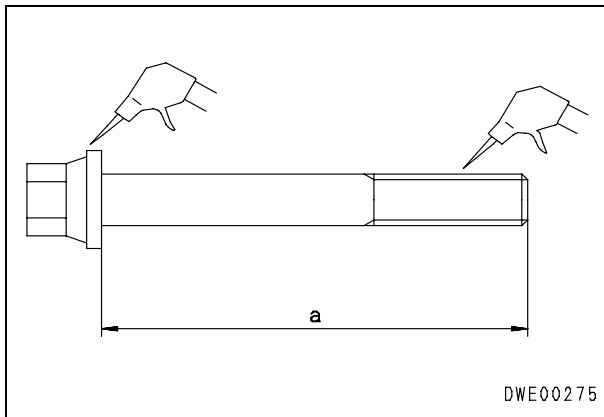
56. Remove cylinder head gasket (62).



**Installation**

**1. Cylinder head assembly**

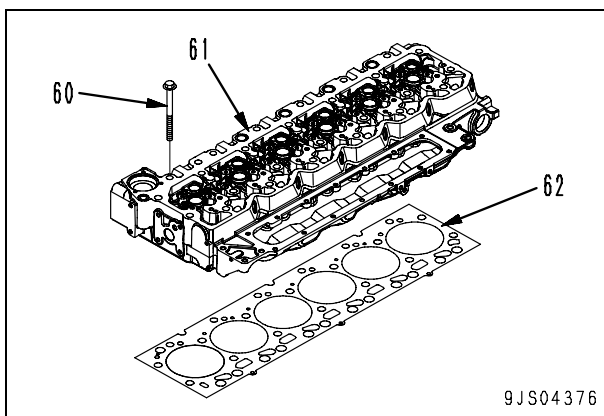
- 1) Measure under head length (a) of all the cylinder head mounting bolts to check that they are within the length limit.
  - Bolt length limit: **less than 132.1 mm**
  - ★ If a bolt is longer than the using limit, do not reuse it but replace it.
  - ★ Tool **A7**: gauge is adopted for the measurement. (Refer to the tool list.)



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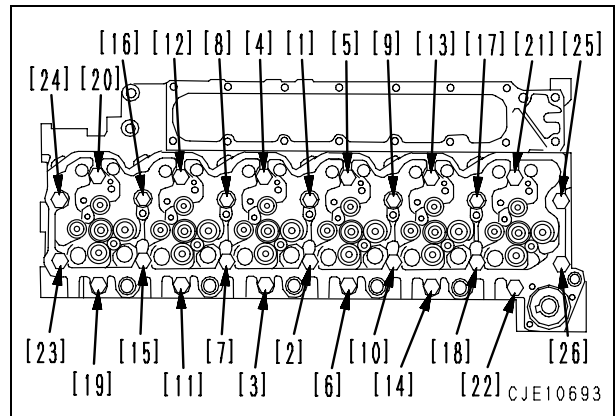
- 2) Set head cylinder gasket (62) after checking that there is no dust or foreign material on the cylinder head mounting face and inside the cylinders.
  - ★ Check that the gasket is properly matched with the cylinder head holes.
- 3) Set cylinder head assembly (61) on the cylinder block, screw in mounting bolts (60) by hand a few turns, and tighten them according to the following procedure.

: Coat the threads and seat surface of the mounting bolts with **engine oil (EO15W-40)**.

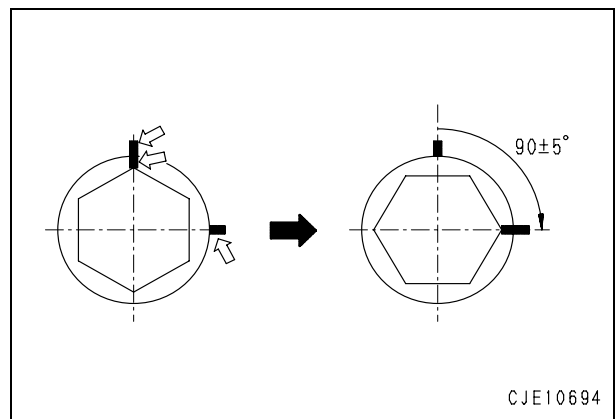



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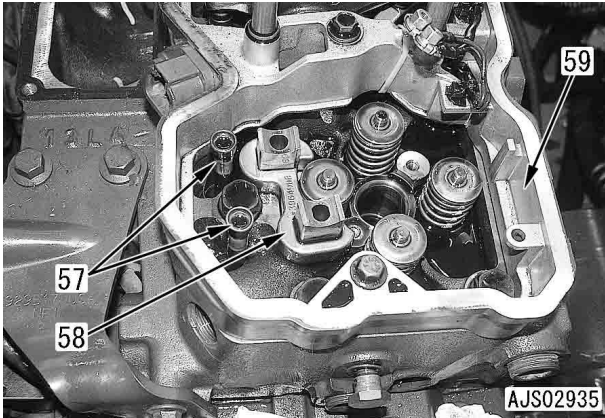
- How to tighten mounting bolts (60)
  - ★ Tighten the bolts in the order shown below.
    - 1] **90 ± 3 Nm {9.2 ± 0.3 kgm}**
    - 2] Recheck the torque: **90 ± 3 Nm {9.2 ± 0.3 kgm}**.
    - 3] **90° ± 5°** (Tighten with an angle tightening tool.)
      - ★ Tool **A6**: wrench is adopted for angle tightening. (Refer to the tool list.)




- When an angle tightening tool is not used: Put marks on the cylinder head and bolts with a felt-tip pen, and then tighten the bolts an additional **90° ± 5°**.

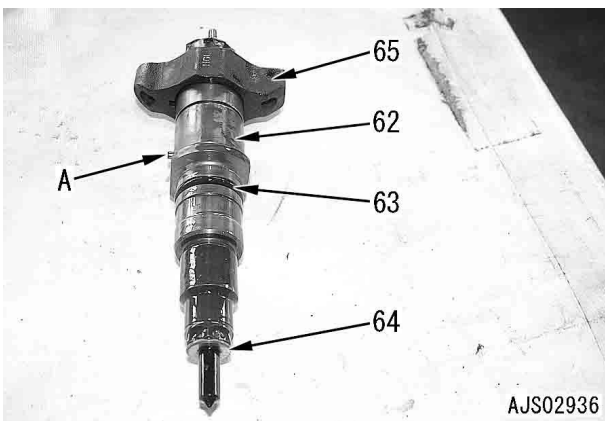


2. Install rocker housing assembly (59).  
 Mounting bolt:  
 $24 \pm 4 \text{ Nm } \{2.4 \pm 0.4 \text{ kgm}\}$
3. Install push rods (57).
4. Install rocker arm support (58).

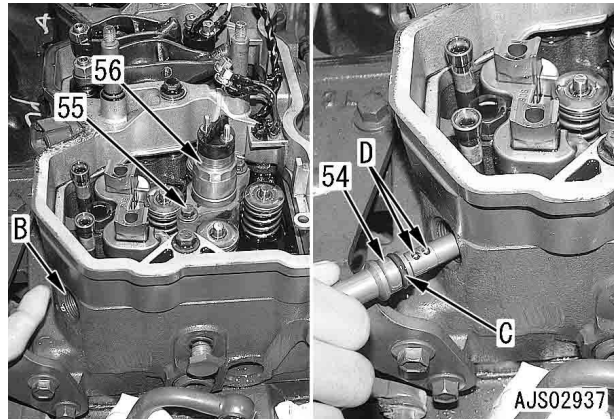




**5. Fuel injector assembly**

- ★ Check that there is no damage or dust on the fuel injector sleeve.
- 1) Install O-ring (63) and gasket (64) to fuel injector (62).
- 2) Coat O-ring (63) and the head side of fuel injector (62) with engine oil (EO15W-40).  
 O-ring (63) and the head side of fuel injector (62): **Engine oil (EO15W-40)**
- 3) Install holder (65) to fuel injector (62) with concavity and convexity (A) fitted together.

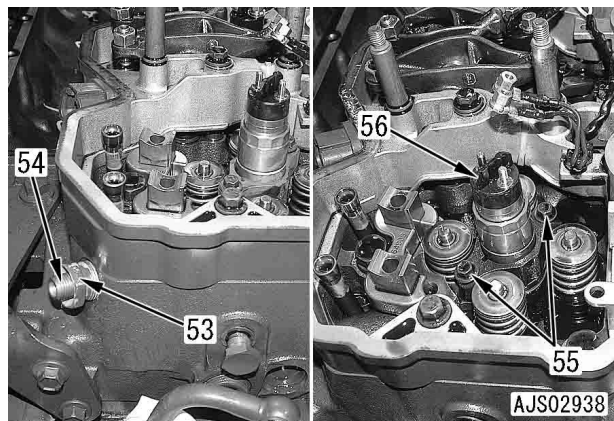


- 4) Assemble fuel injector assembly (56) to the cylinder head with its fuel inlet hole facing the intake manifold side.
- 5) Tighten bolts (55) 3 or 4 turns.
- 6) Coat the head side (B part) of inlet connector (54) with engine oil (EO15W-40).
- 7) Coat O-ring (C) of inlet connector (54) with engine oil (EO15W-40). Then insert inlet connector (54) completely, aligning (D parts) with the side groove of the head.



- 8) Tighten inlet connector (54) with retainer (53) by hand. (Push it into the injector hole.)
- 9) Tighten mounting bolts (55) for fuel injector assembly (56) alternately.  
 Bolt:  $8 \pm 0.8 \text{ Nm } \{0.81 \pm 0.08 \text{ kgm}\}$
- 10) Tighten retainer (53).  
 Retainer:

$50 \pm 5 \text{ Nm } \{5.1 \pm 0.5 \text{ kgm}\}$



## 6. Rocker arm and crosshead assembly

- 1) Install rocker arm and crosshead assembly (52).

- ★ When reusing the crosshead, install the same intake and exhaust valves in the same direction because the shapes of its holes (a) and (b) are different,
- ★ Tighten the mounting bolt after checking that the ball portion of adjustment screw (51) is well seated in the push rod socket.

🔧 Mounting bolt:

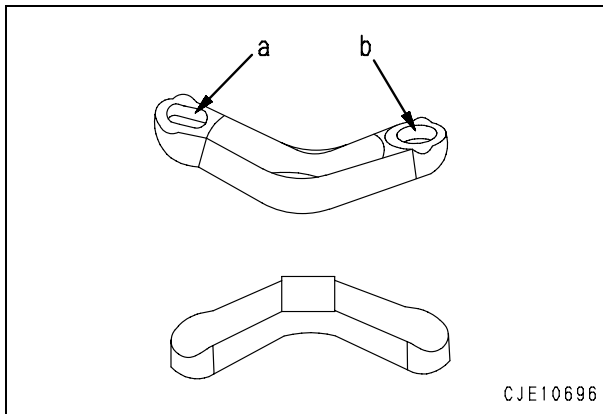
**$36 \pm 5 \text{ Nm}$  { $3.7 \pm 0.5 \text{ kgm}$ }**

- 2) Adjust the valve clearances.

- ★ Refer to the "Adjusting valve clearance" section in the Testing and adjusting chapter of this manual.

🔧 Locknut (50):

**$24 \pm 4 \text{ Nm}$  { $2.4 \pm 0.4 \text{ kgm}$ }**



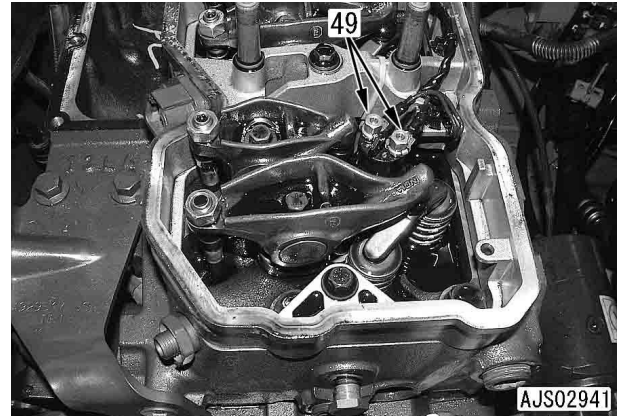
7. Install harnesses (49).

- ★ Harness installation position

Harness color	Cylinder No.
White	1, 3, 5
Black	2, 4, 6

🔧 Mounting nut:

**$1.5 \pm 0.25 \text{ Nm}$  { $0.15 \pm 0.03 \text{ kgm}$ }**



8. Fit the O-ring and install head cover (48).

🔧 Mounting nut:

**$24 \pm 4 \text{ Nm}$  { $2.4 \pm 0.4 \text{ kgm}$ }**

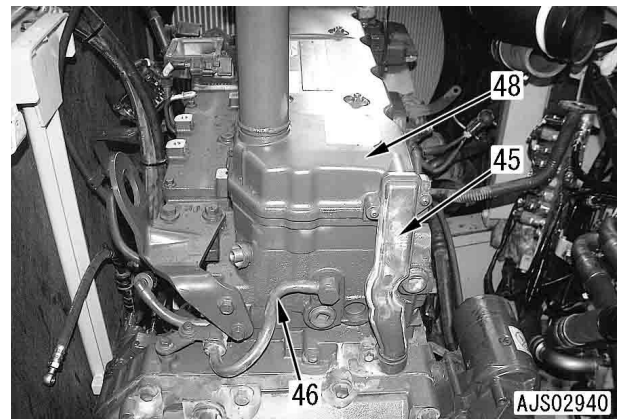
9. Install blow-by duct (45).

🔧 Blow-by duct mounting bolt:

**$10 \pm 2 \text{ Nm}$  { $1.0 \pm 0.2 \text{ kgm}$ }**

10. Install fuel drain hose (46).

🔧 Joint bolt:  **$24 \pm 4 \text{ Nm}$  { $2.4 \pm 0.4 \text{ kgm}$ }**

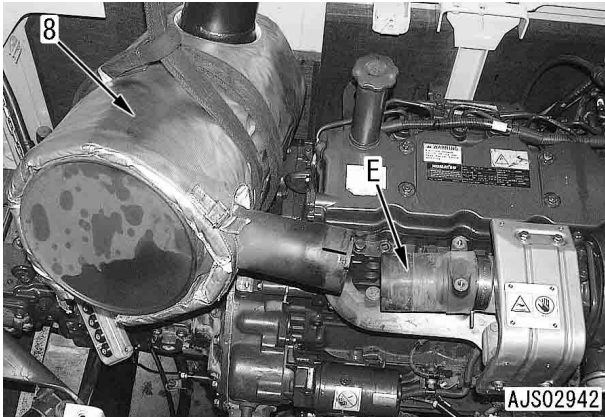


- Carry out the following installation in the reverse order to removal.

[\*1]

Install muffler (8) after coating it with thermosetting sealant.

- ☞ Entire perimeter of E section: **Thermosetting sealant (equivalent of Holts Firegum)**



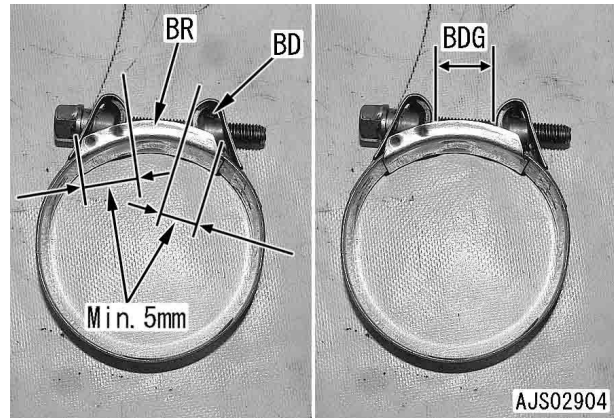
[\*2]

- ☞ Bracket mounting bolt:  **$43 \pm 6 \text{ Nm}$  { $4.4 \pm 0.6 \text{ kgm}$ }**

[\*3]

- ☞ Air intake connector mounting bolt:  **$24 \pm 4 \text{ Nm}$  { $2.4 \pm 0.4 \text{ kgm}$ }**

- MIKALOR clamp
- ★ Use a new clamp.
- ★ Align the hose to the original position (marking position).
- ★ Reference  
Depth of insertion: 60 mm (aftercooler side)
- ★ Set bridge (BR) under the clamp tightening bolt as the lap with band (BD) is Min. 5 mm.
- ★ Align the clamp to the original position.
- ★ Impact wrench is not applicable to use.
- ☞ Clamp:  **$16 - 18 \text{ Nm}$  { $1.6 - 1.8 \text{ kgm}$ }**
- ★ When the tightening torque force is less than 16 Nm {1.6 kgm}, tighten it until the hand gap is adhered (BDG size is 0).



[\*4]

- ☞ Radiator hose clamp :  **$10.8 - 11.8 \text{ Nm}$  { $1.1 - 1.2 \text{ kgm}$ }**

[\*5]

- ☞ Joint bolt:  **$24 \pm 4 \text{ Nm}$  { $2.4 \pm 0.4 \text{ kgm}$ }**

[\*6]

- ☞ Mounting bolt:  **$24 \pm 4 \text{ Nm}$  { $2.4 \pm 0.4 \text{ kgm}$ }**

[\*7]

- ☞ Fuel block mounting bolt:  **$32 \pm 4 \text{ Nm}$  { $3.3 \pm 0.4 \text{ kgm}$ }**

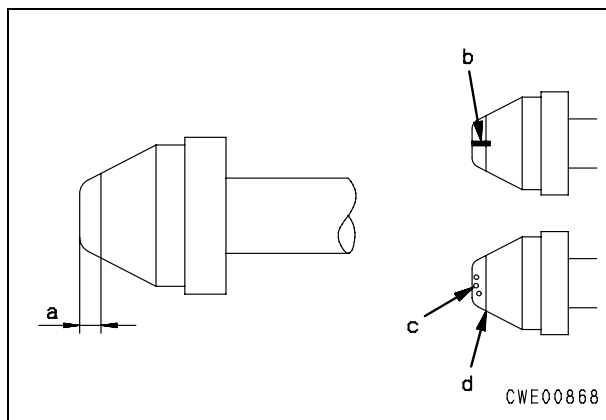
[\*8]

- ⚠ **When installing, keep the distance of more than 10 mm between the high-pressure pipe and the harness.**



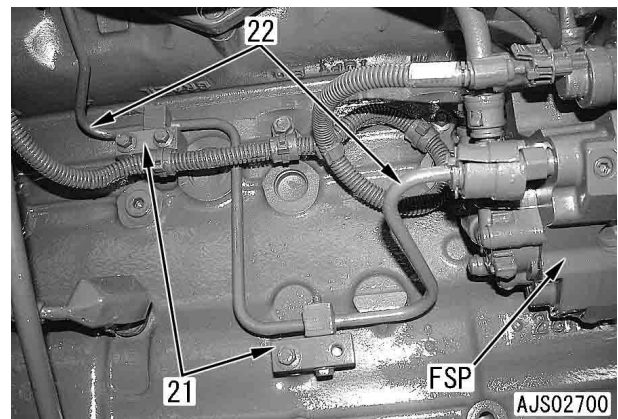
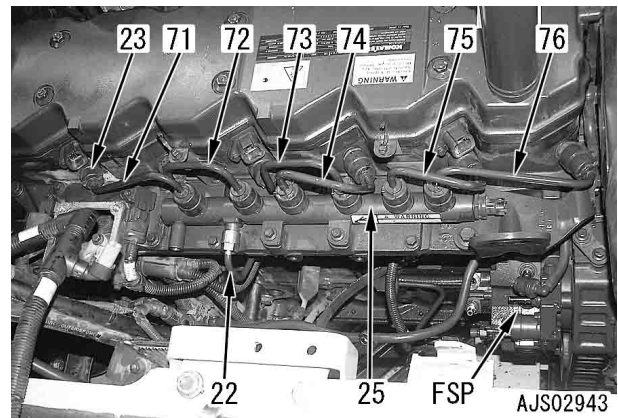
[\*9], [\*10]

- **High-pressure pipes and common rail**
- ▲ **Do not use high-pressure pipes with bending modification.**
- ▲ **Be sure to use a genuine high-pressure pipe fixing clamp and observe strictly the tightening torque.**
- ★ A high-pressure pipe which has depressions such as visible vertical slit scar (b), patchy scars (c) etc. on the taper seal section of its connector ((a) part: within 2 mm from the tip), or a high-pressure pipe whose (d) part (end of the taper seal section: 2 mm from the tip) catches on a finger nail due to fatigue, may cause fuel leakage. In these cases, replace the high-pressure pipe.



- 1) Assemble common rail (25) and high-pressure pipes (71) – (76) temporarily.
  - ☞ Sleeve nut and mounting bolt:
    - 0.2 – 0.8 Nm {0.02 – 0.08 kgm}**
- 2) Tighten high-pressure pipes (71) – (76) according to the following procedure.
  - ☞ Sleeve nut:
    - 35 ± 3.5 Nm {3.6 ± 0.4 kgm}**
  - 1] Head side of high-pressure pipes (71) and (76)
  - 2] Common rail side of high-pressure pipes (76) and (71)
  - 3] Head side of high-pressure pipes (72), (73), (74) and (75)
  - 4] Common rail side of high-pressure pipes (72), (73), (74) and (75)
- 3) Tighten the sleeve nut of high-pressure pipes (22) temporarily.
- 4) Tighten high-pressure pipes (22) in the order of firstly pump (FSP) side, then common rail (25) side.
  - ☞ Sleeve nut:
    - 35 ± 3.5 Nm {3.6 ± 0.4 kgm}**
- 5) Tighten clamps (21) of high-pressure pipes (22).
  - ☞ Mounting bolt:
    - 24 ± 4 Nm {2.4 ± 0.4 kgm}**

- 6) Tighten common rail (25) with 4 bolts.
  - ★ Coat the 2 bolt threads on the inner side of the engine with sealant (LG-7).
  - ☞ Mounting bolt:
    - 24 ± 4 Nm {2.4 ± 0.4 kgm}**
- 7) Install bellows (23) to each high-pressure pipe. (14 pieces)
  - ★ Set the slits of each bellows out and down.
  - ★ The bellows are installed so that fuel will not spout over the hot parts of the engine and catch fire when it leaks for some reason.
  - ★ FSP: Fuel supply pump



[\*11]

- ☞ Air tube clamp:
  - 10.0 – 11.0 Nm {1.02 – 1.12 kgm}**

[\*12]

- MIKALOR clamp
- ★ Reference
  - Length of insertion: 40 mm (turbocharger side)
- ★ Refer to [\*3].

[\*13]

- ☞ Lubrication inlet hose tightening nut:
  - 35 ± 5 Nm {3.5 ± 0.5 kgm}**
- ☞ Lubrication outlet hose mounting bolt:
  - 24 ± 4 Nm {2.4 ± 0.4 kgm}**

[\*14]

★ Tighten the bolts in the order shown below.

 Exhaust manifold mounting bolt:

First time: in the order of [1] – [12]

Tighten to a torque of

**$24 \pm 4 \text{ Nm}$  { $2.4 \pm 0.4 \text{ kgm}$ }.**

Second time: in the order of [1] – [12]

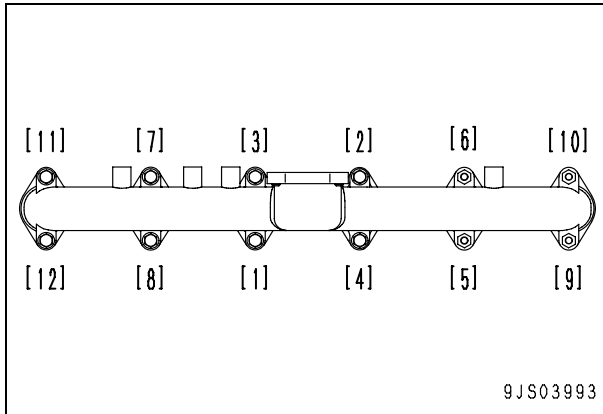
Tighten to a torque of

**$53 \pm 6 \text{ Nm}$  { $5.4 \pm 0.6 \text{ kgm}$ }.**


Third time: in the order of [1] – [4]

Tighten to a torque of

**$53 \pm 6 \text{ Nm}$  { $5.4 \pm 0.6 \text{ kgm}$ }.**



[\*15]

 Fan mounting bolt :

**$43 \pm 6 \text{ Nm}$  { $4.4 \pm 0.6 \text{ kgm}$ }**

[\*16]

★ Refer to the section of “Checking and adjusting air conditioner compressor belt tension” section in the Testing and adjusting chapter of this manual.

- **Refilling engine coolant**

Refill coolant through the coolant filler port up to the specified level. Start the engine and circulate the coolant, and then check the coolant level.



Coolant: **Approx. 21.5 ℓ**




## Removal and installation of radiator assembly

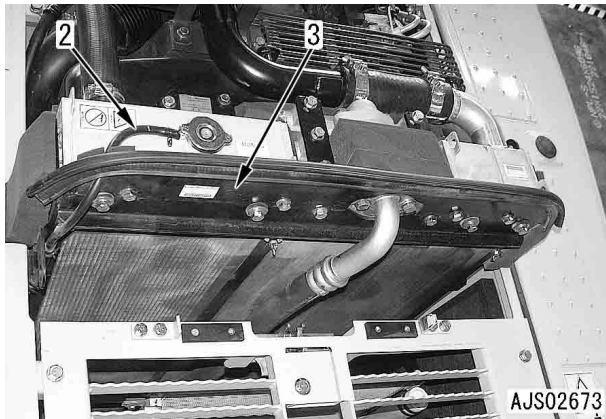
### Removal

1. Turn the upper structure by 90°.
2. Remove cover (1).

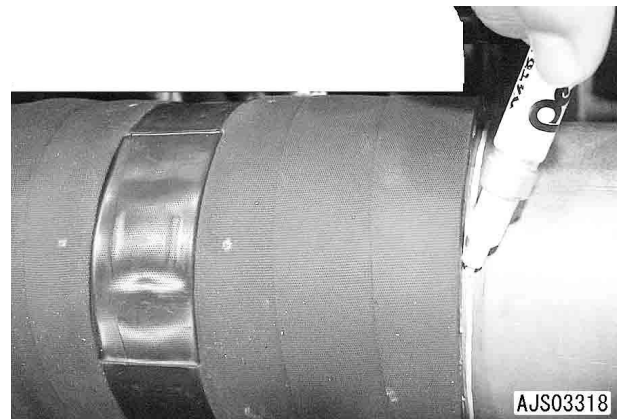
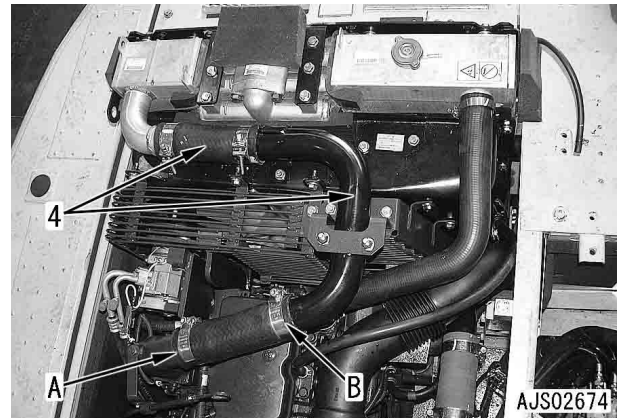


3. Drain the engine coolant.  
 Coolant : **Approx. 21.5 ℓ**

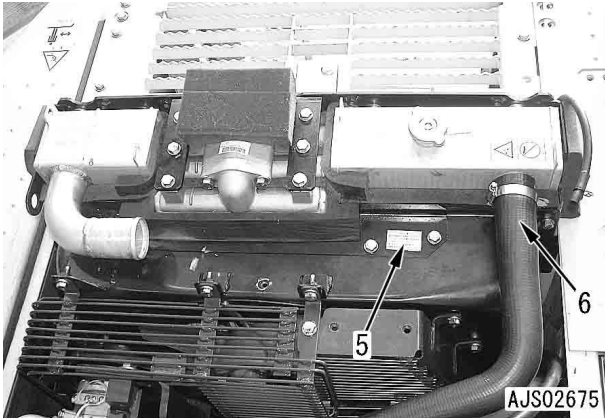
4. Open up the engine hood.
5. Disconnect reservoir tank hose (2).
6. Remove cover (3).



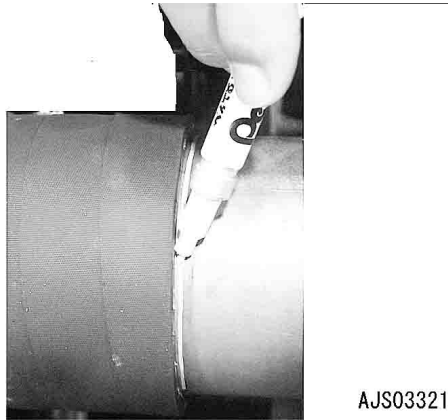
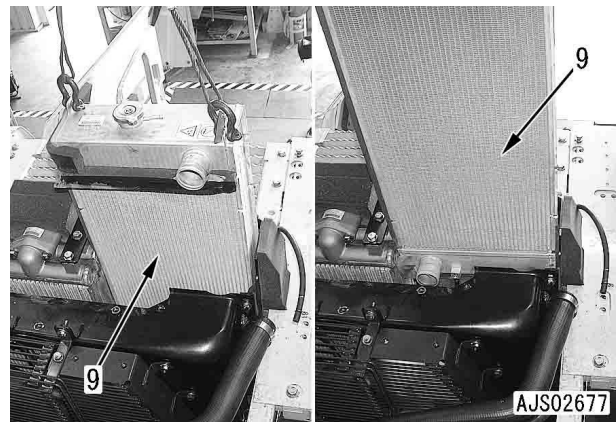
7. Remove hose and tube assembly (4). [\*1]
  - ★ Remove it without separating from the bracket.
  - ★ MIKALOR clamp
  - ★ Mark the hose edge and tube to show the original hose installation positions. (See figure below.)
  - ★ Inserted air hose length
    - A: 80 mm
    - B: 65 mm



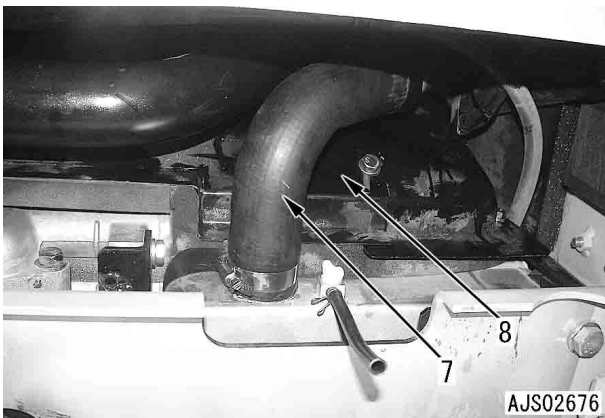
- 8. Remove cover (5).
- 9. Disconnect radiator hose (6). [\*2]
  - ★ Mark the hose edge and tube to show the original hose installation positions. (See figure below.)



- 12. Remove the mounting bolts and lift out radiator assembly (9). [\*3]
  - ☐ Radiator assembly: 15 kg



- 10. Disconnect radiator hose (7). [\*2]
  - ★ Mark the hose edge and tube to show the original hose installation positions. (Refer to the above figure.)
- 11. Move cover (8).
  - ★ In order to avoid the contact with the flange.

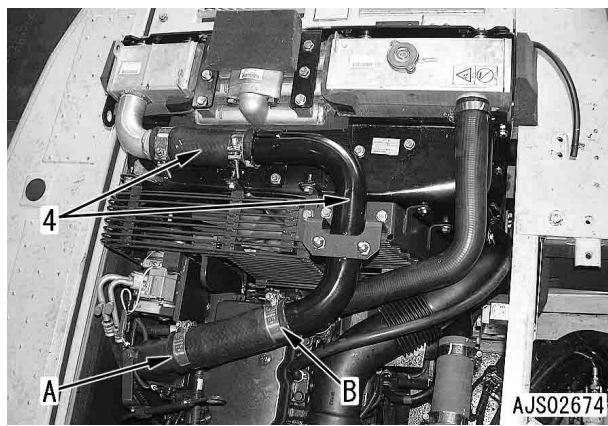


### Installation

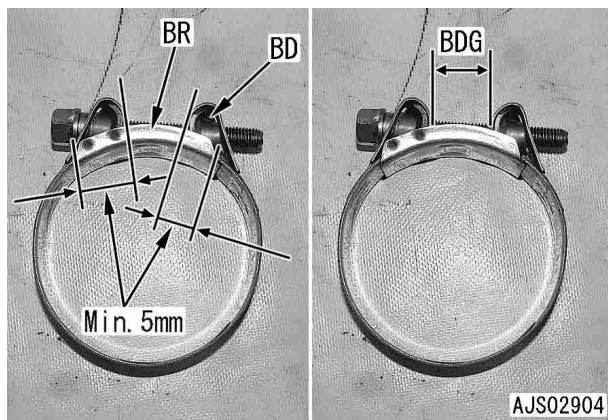
- Installation is done in the reverse order of removal.

[\*1]

1. Install hose and tube assembly (4).
  - ★ Use brand new article for MIKALOR clamp.
  - ★ Align the hose to the original position (marking position).
  - ★ Reference  
Inserted air hose length
    - Aftercooler side : 60 mm
    - Engine side **A** : 80 mm
    - Engine side **B** : 65 mm



- ★ Set bridge (BR) under the clamp tightening bolt as the lap with band (BD) is Min. 5 mm.
- ★ Align the clamp to the original position.
- ★ Impact wrench is not applicable to use.
- ☞ MIKALOR clamp:  
**16 – 17 Nm {1.6 – 1.7 kgm}**
- ★ When the tightening torque force is less than 16 Nm {1.6 kgm}, tighten it until the hand gap is adhered (BDG size is 0).



[\*2]

- ★ Align the hose to the original position (marking position).
- ★ Align the clamp to the original position.

### ★ Reference

Inserted air hose length

- 45 mm (Both upper and lower side)

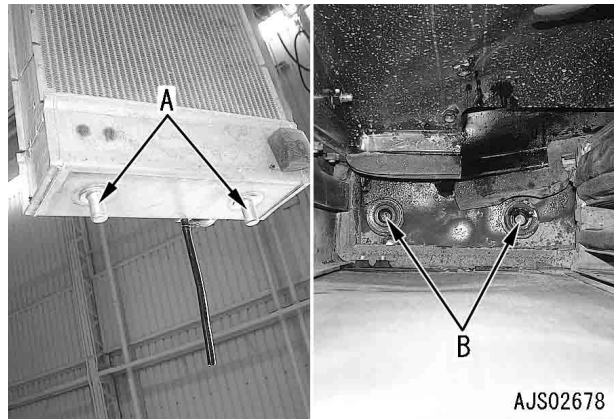
☞ Radiator hose clamp :

**10.8 – 11.8 Nm {1.1 – 1.2 kgm}**

[\*3]

- ★ Confirm that the heat insulating seal material (sponge) of the radiator peripheral part is not damaged. If the heat insulating seal material (sponge) is damaged, replace it to the new one.

Confirm from the under cover side that convexity (A) of the radiator is correctly set to concavity (B).



### ● Refilling engine coolant

Refill coolant through the coolant filler port up to the specified level. Start the engine and circulate the coolant, and then check the coolant level.



Coolant : **Approx. 21.5 ℓ**

## Removal and installation of hydraulic oil cooler assembly


### Removal

**⚠** Lower the work equipment to the ground completely, after the engine is stopped, loosen the hydraulic tank cap gradually to reduce the pressure inside, and set the lock lever in the lock position.

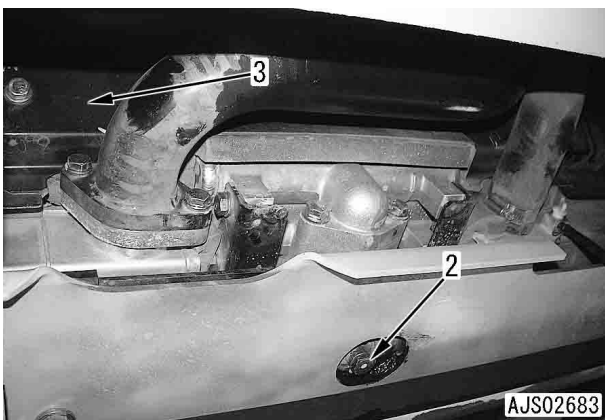
1. Turn the upper structure by 90°.
2. Remove cover (1).



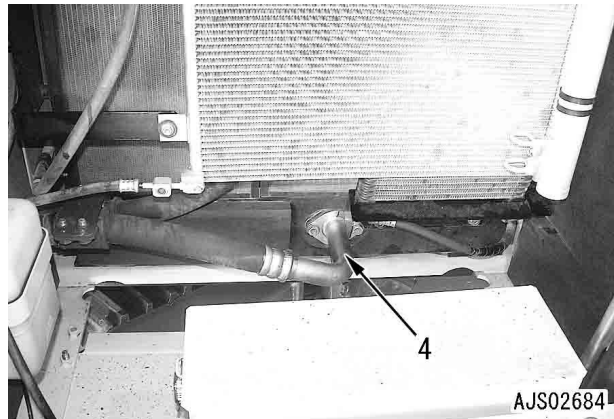
3. Open up the engine hood.
4. Remove hydraulic oil cooler drain plug (2) to drain the hydraulic oil.
  - ★ Loosen upper side (return) hose (7) of the hydraulic tank and induce air into the tank.

 Hydraulic oil cooler: **Approx. 7 ℓ**

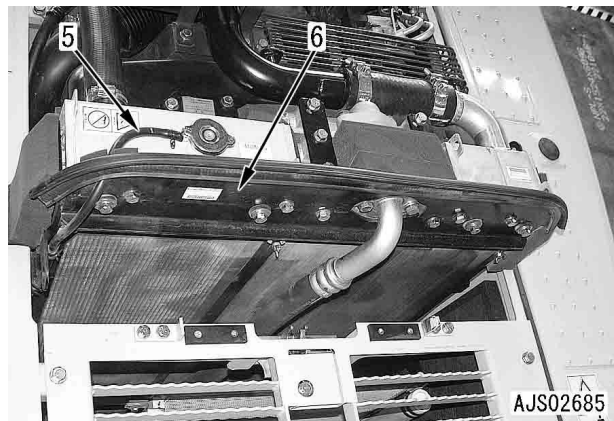
5. Move cover (3).



6. Open the left side cover.
7. Disconnect control valve drain hose (4).
  - ★ Stop oil flow.

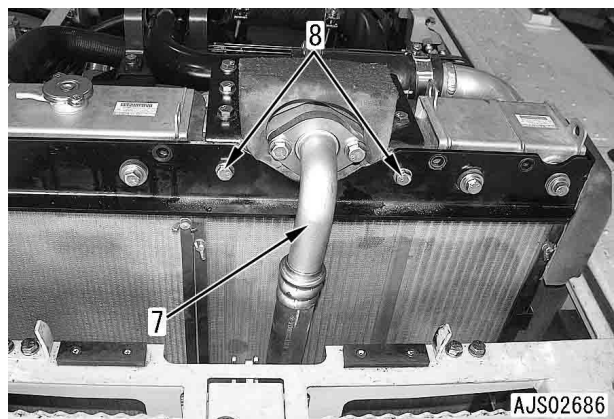


8. Disconnect reservoir tank hose (5).
9. Remove cover (6).

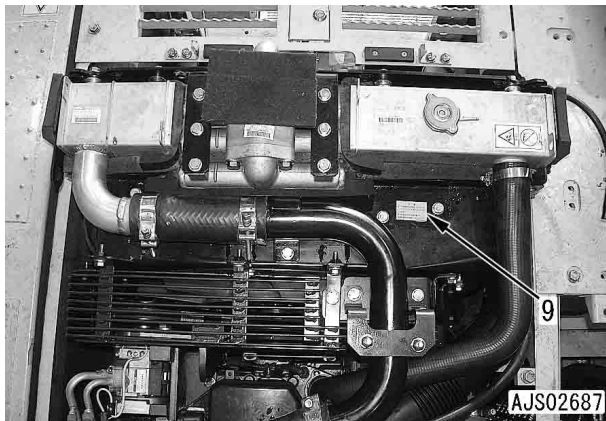


10. Disconnect hydraulic tank return hose (7).
  - ★ Stop oil flow.

11. Remove hydraulic oil cooler mounting bolts (8).

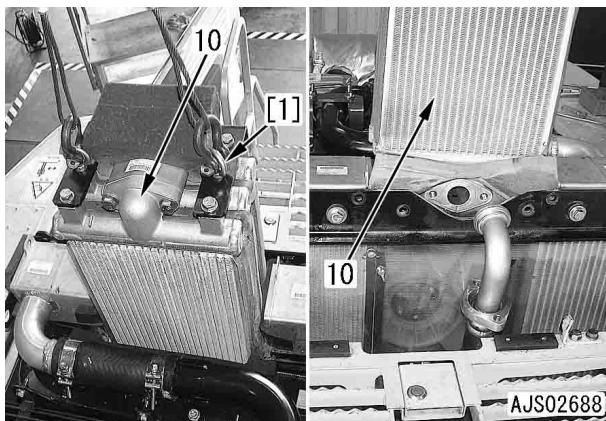


12. Move cover (9).



13. Lift out hydraulic oil cooler assembly (10) by using eyebolt (M10) [1]. [\*1]

 Hydraulic oil cooler assembly: 25 kg



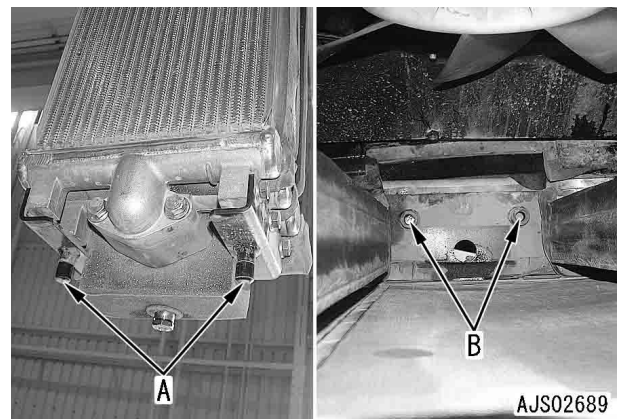
### Installation

- Installation is done in the reverse order of removal.

[\*1]

- ★ Confirm that the heat insulating seal material (sponge) of the radiator peripheral part is not damaged. If the heat insulating seal material (sponge) is damaged, replace it to the new one.

Confirm from the under cover side that convexity (A) of the radiator is correctly set to concavity (B).



- **Refilling with oil (hydraulic tank)**

Refill hydraulic oil through the oil filler port to the specified level. Let the oil circulate in the hydraulic system by starting the engine. Then check the oil level again.

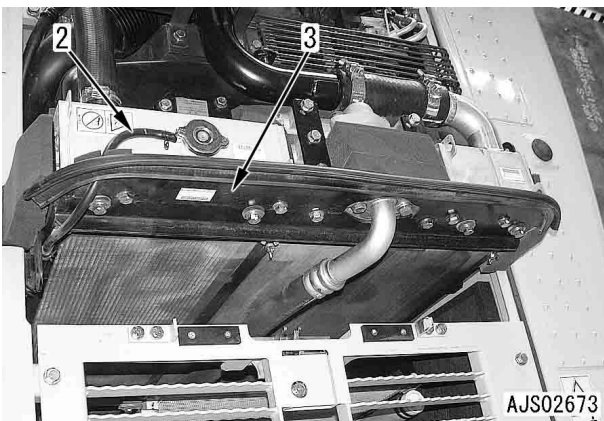
## Removal and installation of aftercooler assembly

### Removal

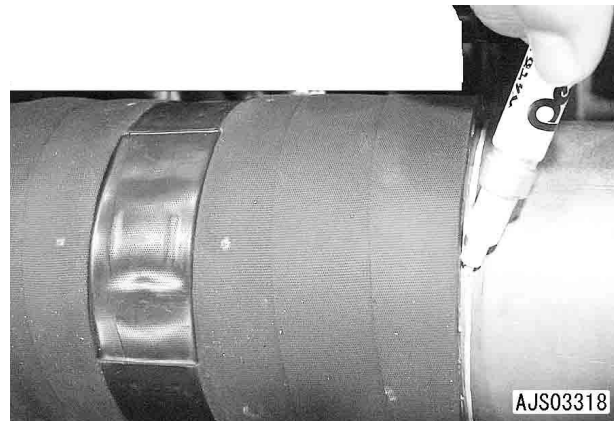
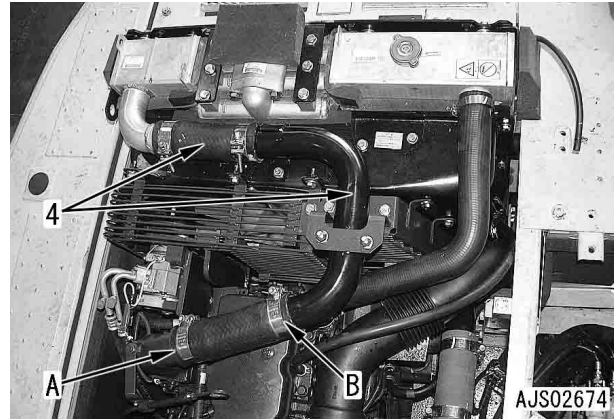
1. Turn the upper structure by 90°.
2. Remove cover (1).



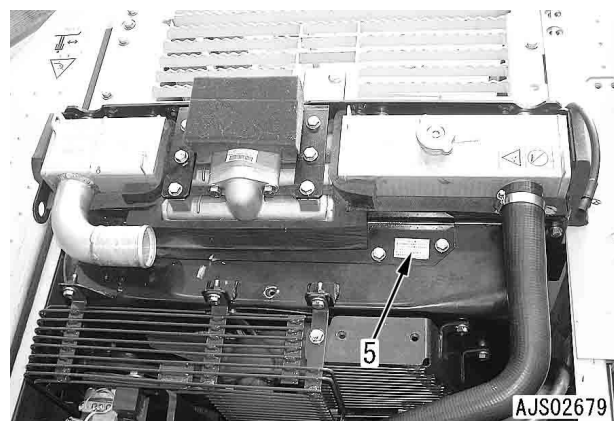
3. Open up the engine hood.
4. Disconnect reservoir tank hose (2).
5. Remove cover (3).



6. Remove hose and tube assembly (4). [\*1]
  - ★ MIKALOR clamp
  - ★ Mark the hose edge and tube to show the original hose installation positions. (See figure below.)
  - ★ Inserted air hose length
    - A: 80 mm
    - B: 65 mm

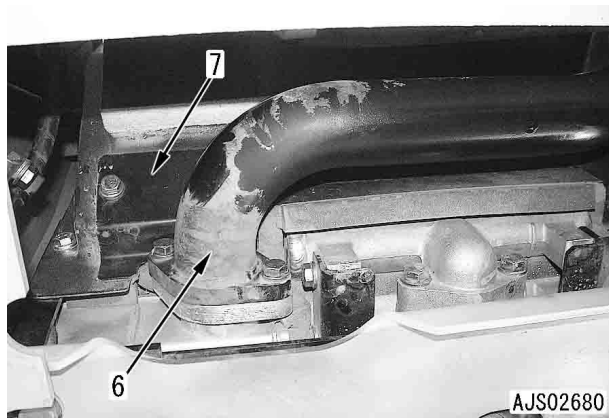


7. Remove cover (5).




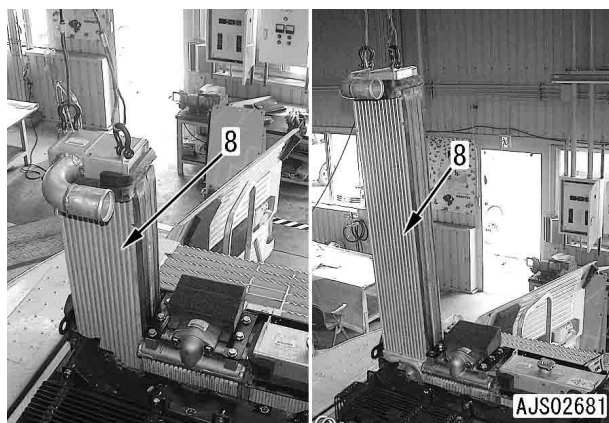


- 8. Disconnect tube (6) from the lower side. [\*2]
- 9. Move cover (7).
  - ★ In order to avoid the contact with the flange.



- 10. Remove the mounting bolt and lift out radiator assembly (8). [\*3]

 Aftercooler assembly: **15 kg**

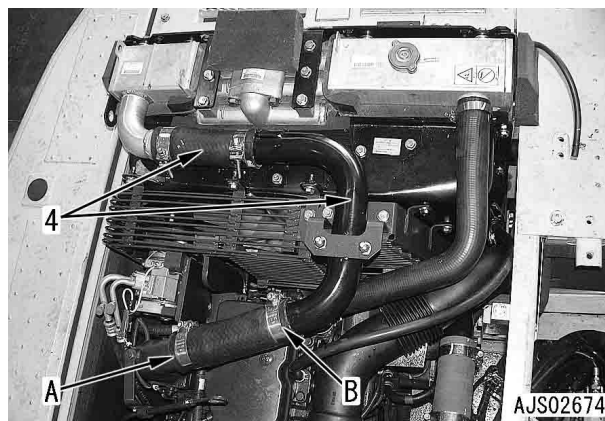



**Installation**

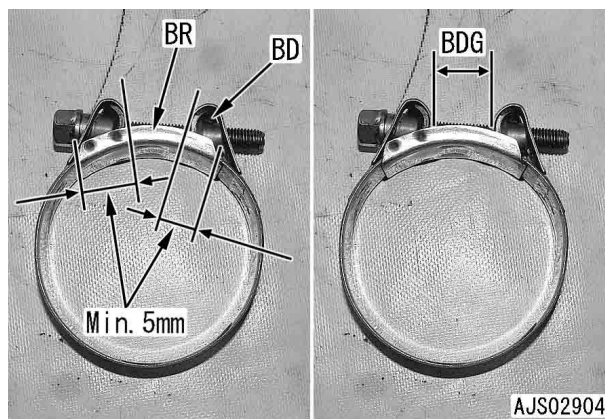
- Installation is done in the reverse order of removal.

[\*1]

- 1. Install hose and tube assembly (4).
  - ★ Use brand new article for MIKALOR clamp.
  - ★ Align the hose to the original position (marking position).
  - ★ Reference
    - Inserted air hose length
      - Aftercooler side : 60 mm
      - Engine side A : 80 mm
      - Engine side B : 65 mm



- ★ Set bridge (BR) under the clamp tightening bolt as the lap with band (BD) is Min. 5 mm.
- ★ Align the clamp to the original position.
- ★ Impact wrench is not applicable to use.
-  Clamp: **16 – 18 Nm {1.6 – 1.8 kgm}**
- ★ When the tightening torque force is less than 16 Nm {1.6 kgm}, tighten it until the hand gap is adhered (BDG size is 0).



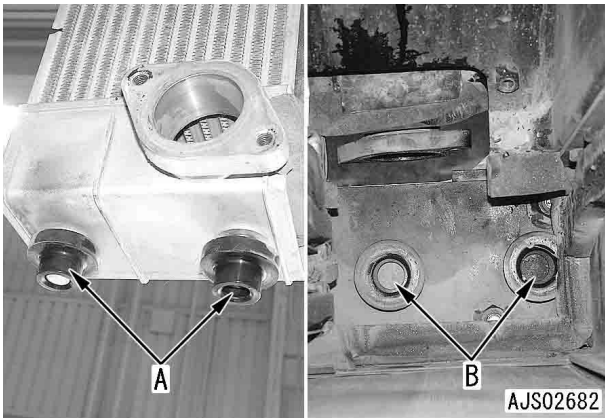
[\*2]

- ★ Replace the O-ring to the new one.

[\*3]

- ★ Confirm that the heat insulating seal material (sponge) of the radiator peripheral part is not damaged. If the heat insulating seal material (sponge) is damaged, replace it to the new one.

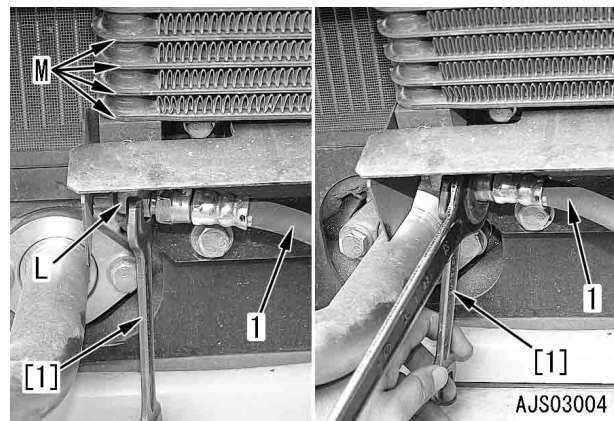
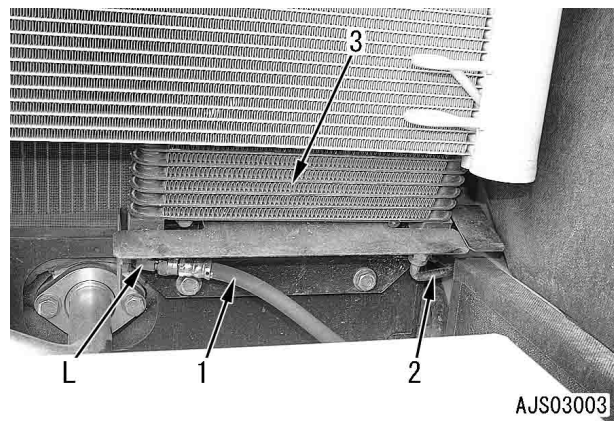
Confirm from the under cover side that convexity (A) of the radiator is correctly set to concavity (B).



## Removal and installation of fuel cooler assembly

### Removal

- ★ If the fuel is too much, drain the fuel in order to stop the fuel flow from the fuel tank return hose.
1. Disconnect fuel hoses (1) and (2) with the precaution described below.
    - ★ Be sure to disconnect the hoses in avoiding the input force to the cooler body by fixing elbow (L) with wrench [1].
    - ★ Be sure to use wrench [1], otherwise the force is loaded to the cooler body and the weld portions (M) may be separated.
  2. Remove fuel cooler assembly (3).



### Installation

- Installation is done in the reverse order of removal.



## Removal and installation of engine and hydraulic pump assembly

### Special tools

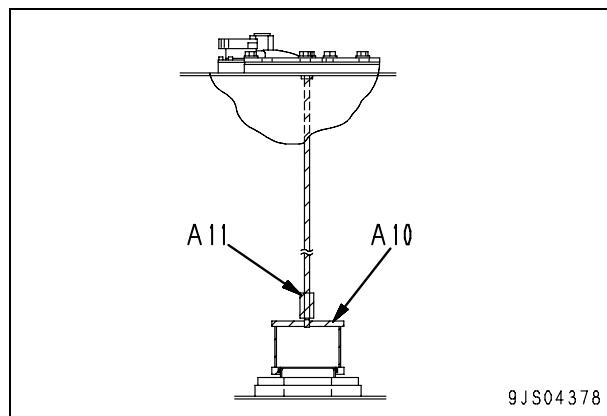
Symbol	Part number	Part name	Necessity	Qty	N/R	Sketch	
A	8	796T-401-1110	Plate	●	1	N	○
	9	795-790-9300	Lifting tool	●	1	N	
	10	796-460-1210	Oil stopper	●	1		
	11	796-770-1320	Adaptor	●	1		

### Removal

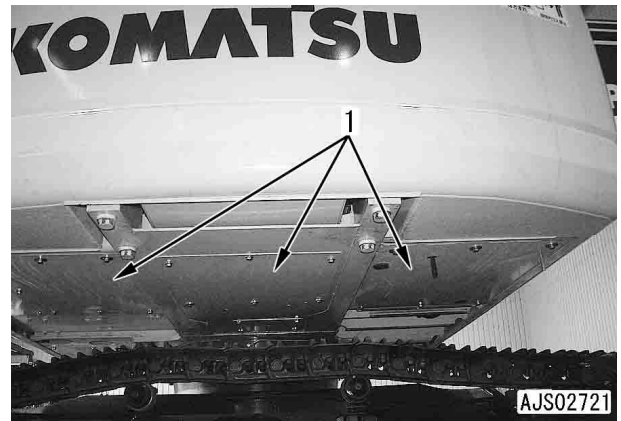
- ⚠ **Disconnect the negative terminal (-) of the battery before starting the work.**
- ⚠ **After lowering the work equipment to the ground completely and stopping the engine, release the internal pressure of the hydraulic tank by gradually loosening the cap of the hydraulic tank.**
- ★ Attach an identification tag to each piping to avoid a mistake in the position of installation later.

1. Turn the upper structure by 90°.
2. Remove hydraulic tank strainer and stop oil flow-out using tools **A10**, **A11**.
  - ★ If tools **A10**, **A11** are not used, remove the drain plug and drain oil from the hydraulic tank and piping.

 Hydraulic tank: **Approx. 244 l**




3. Remove covers (1).

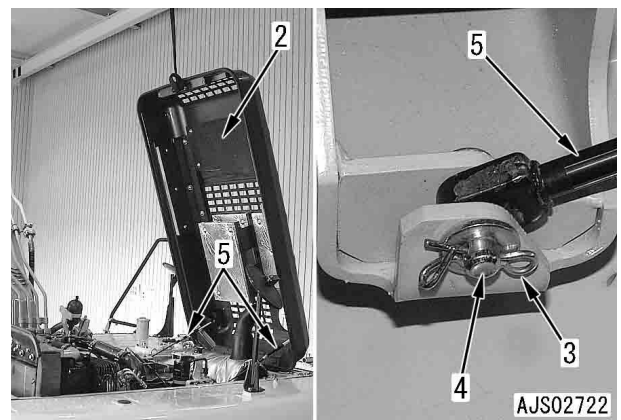


4. Drain the engine coolant.

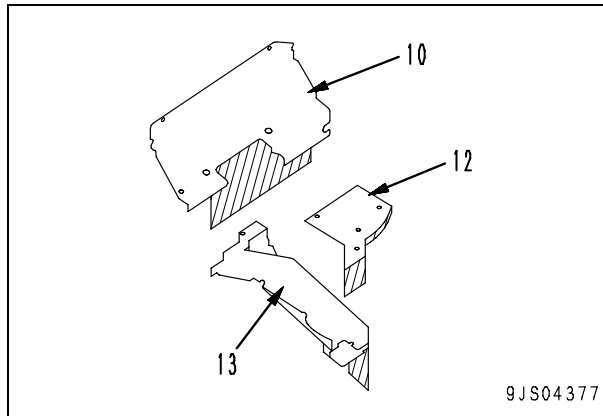
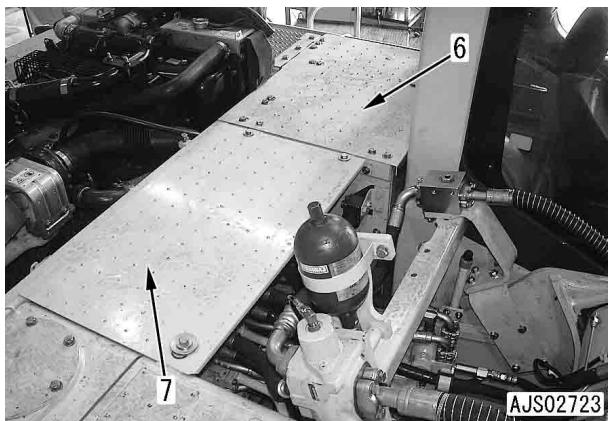
 Coolant : **Approx. 21.5 l**

5. Temporary sling engine hood (2).
  - ★ When slinging the engine hood, use care not to damage the rubber seal.
6. Remove pins (3) and (4), then remove 2 gas springs (5).
7. Lift off engine hood (2) to remove it.

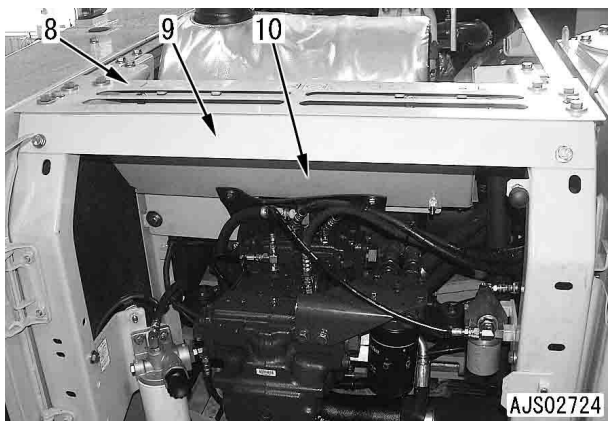
 Engine hood : **60 kg**



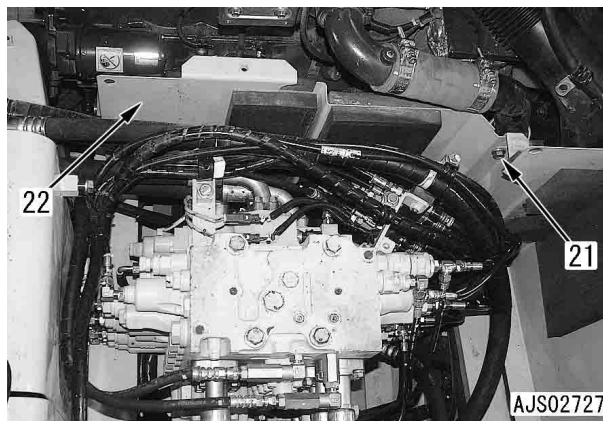
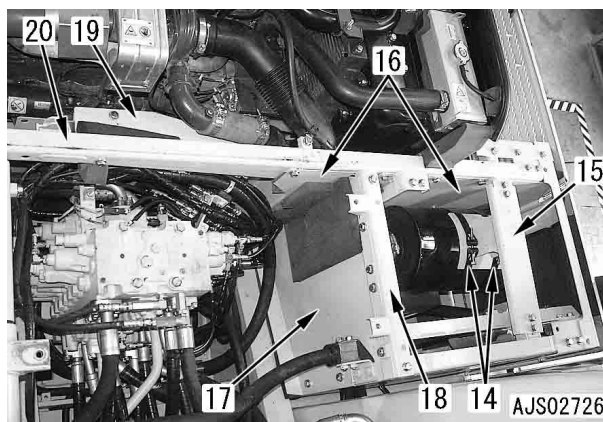
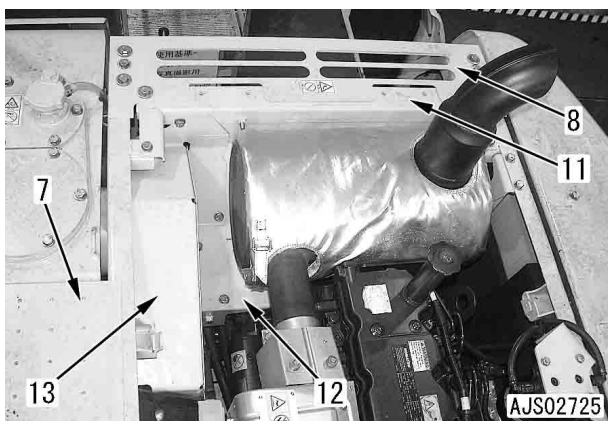
8. Remove covers (6) and (7).



- 9. Remove cover (8).
- 10. Remove frame (9).
- 11. Remove cover (10).
- 12. Remove frame (11).
- 13. Remove covers (12) and (13).
- ★ Cover (13) cannot be removed unless removing cover (17).

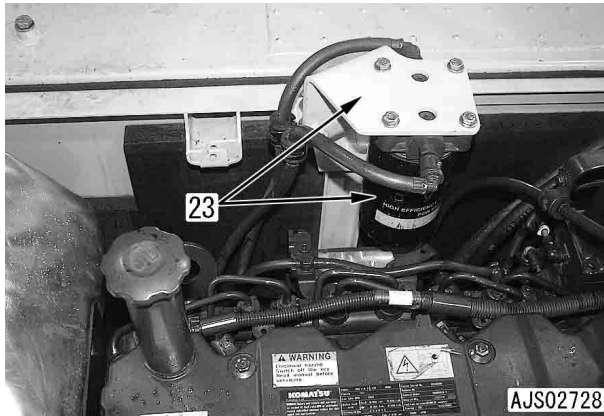


- 14. Remove air cleaner bands (14).
- 15. Remove frame (15).
- 16. Remove covers (16) and (17).
- 17. Remove frame (18).
- 18. Remove cover (19).
- 19. Remove frame (20).
- ★ Cover (22) can be removed after removing frame (20).
- 20. Remove mounting bolt (21) and remove cover (22) upwards.
- ★ As cover (22) is just stuck, there is no need to remove the lower bolt.
- ★ Install frame (20). (For scaffold)

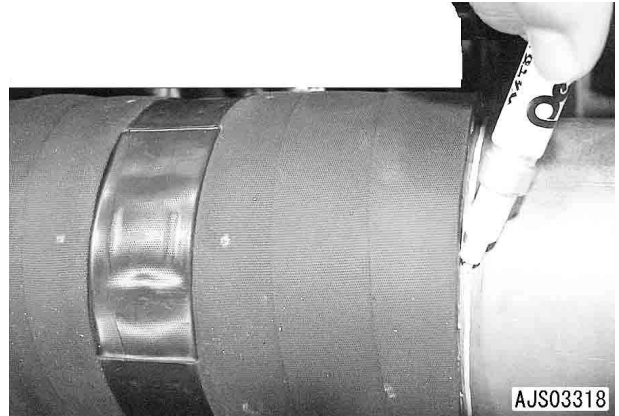


★ The hatched area is made of rubber (lower side).

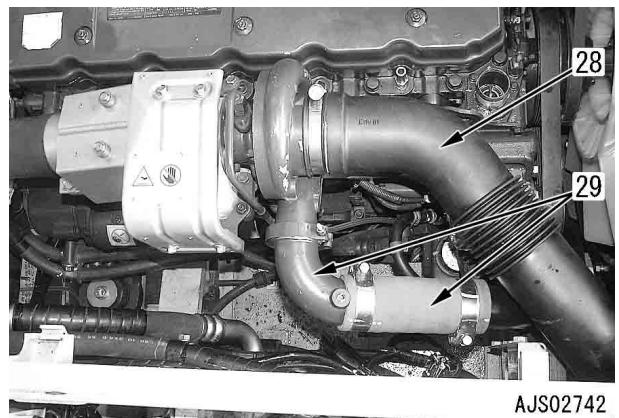
21. Remove fuel filter and bracket assembly (23).  
 ★ Put it on the engine.



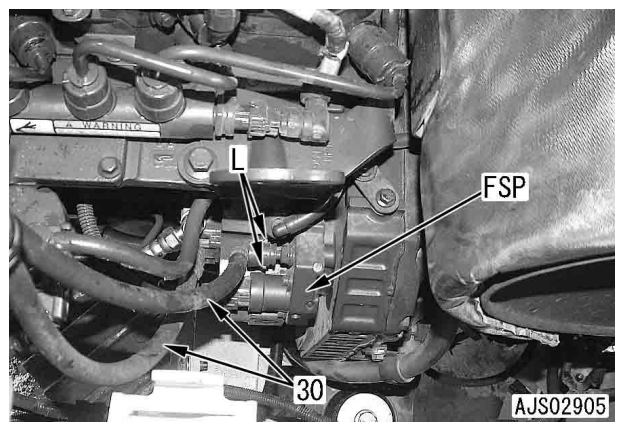
22. Remove hose and tube assembly (24).  
 ★ Remove it without separating from the bracket.  
 ★ MIKALOR clamp [\*2]  
 ★ Mark the hose edge and tube to show the original hose installation positions. (See figure below.)  
 ★ If disconnecting air intake connector (C), replace the gasket.
23. Disconnect radiator hose (25). [\*3]  
 ★ Mark the hose edge and tube to show the original hose installation positions.
24. Disconnect heater hose (26).
25. Remove fan guards (27).



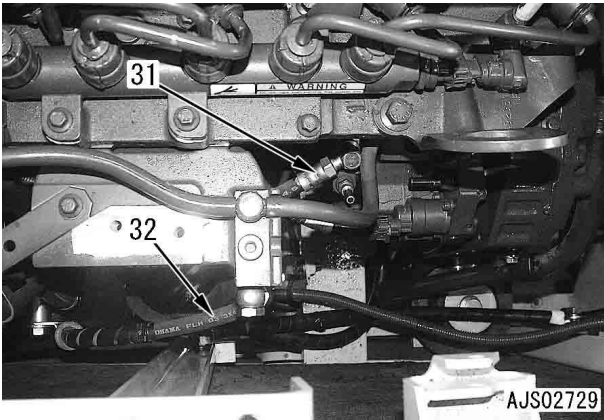
26. Disconnect air cleaner tube (28). [\*4]  
 27. Remove aftercooler hose and tube assembly (29).  
 ★ MIKALOR clamp [\*5]  
 ★ Mark the hose edge and tube to show the original hose installation positions. (See figure below.)



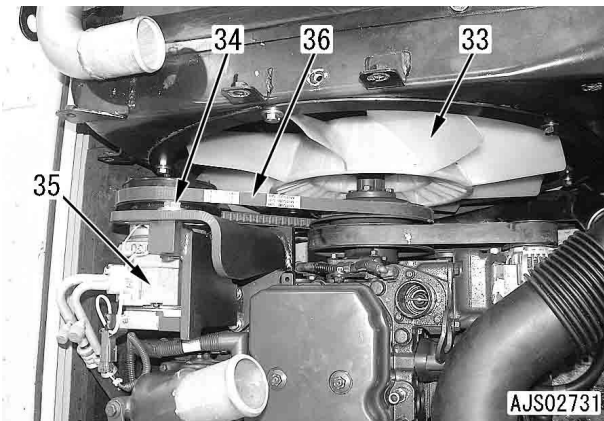
28. Disconnect fuel filter hoses (30) from fuel supply pump (FSP).  
 ★ The fuel filter hose can be disconnected by pushing locks (L) at both sides.



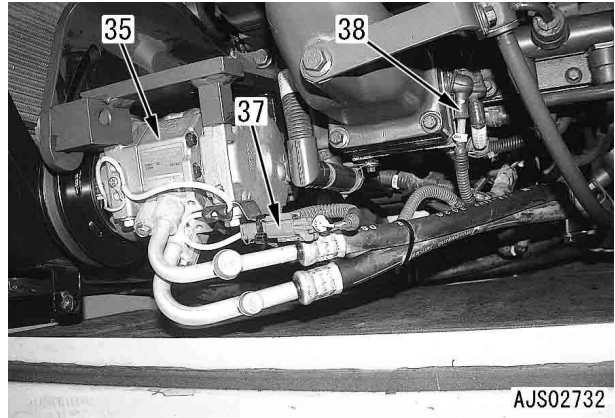
- 29. Disconnect fuel supply hose (31).
- 30. Disconnect fuel return hose (32).
  - ★ Disconnect the clamp.



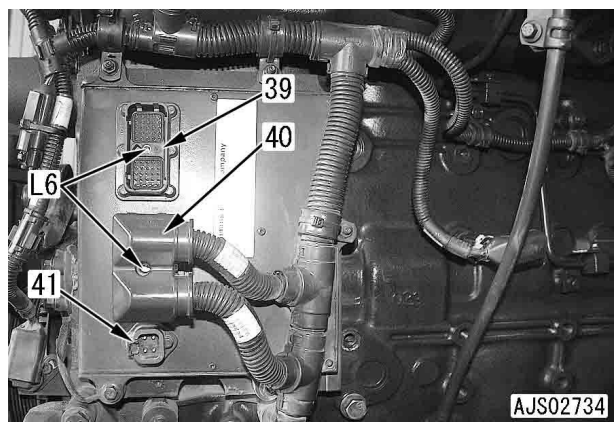
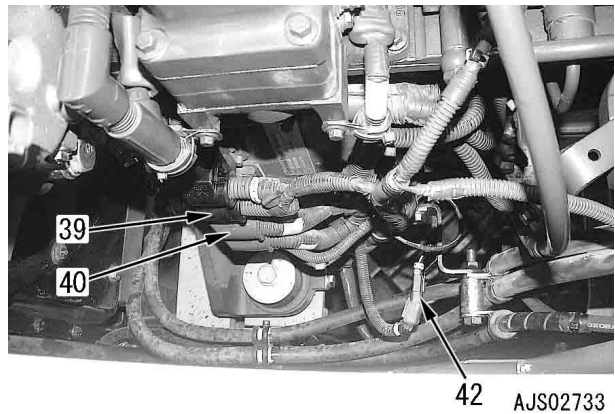
- 31. Remove fan (33). [<sup>\*</sup>6]
- 32. Loosen air conditioner compressor bracket adjusting bolts (34).
  - ★ There is another bolt behind.
- 33. Move air conditioner compressor assembly (35). [<sup>\*</sup>7]
- 34. Remove fan belt (36).



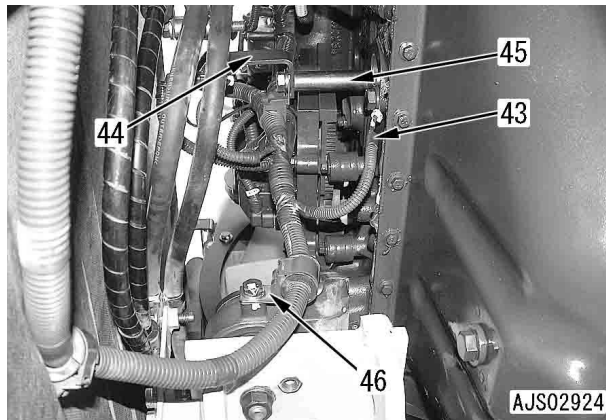
- 35. Disconnect connector AC02 (37).
- 36. Remove air conditioner compressor assembly (35).
  - ★ Remove air conditioner compressor assembly in one piece with the bracket and put them on the counterweight.
- 37. Disconnect electrical intake air heater connector E01 (38).



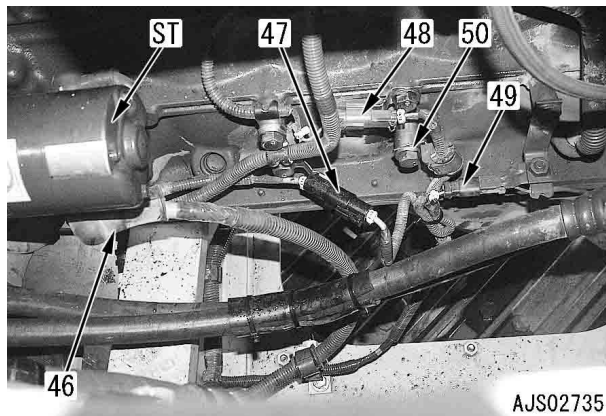
- 38. Disconnect connectors CE02 (39) and (40) from the engine controller.
  - ★ The connector is locked with the inside hex head bolt L6 (4 mm).
  - ★ Connector (40) is attached at the engine side, however it needs to be removed not to be obstructive in removing the engine mounting bolts.
- 39. Disconnect connector (41) from the engine controller by pushing the lock.
- 40. Disconnect connector E06 (42).



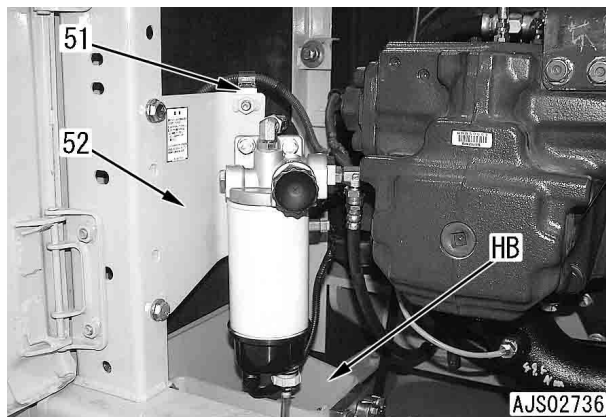
41. Disconnect engine controller ground T12 (43).
42. Disconnect bracket (44) and remove spacer (45).
43. Disconnect clamp (46).



44. Disconnect terminal (46) from the starter ST.
45. Disconnect connector E10 (47).
- ★ Connector at the starting motor side: T13
46. Disconnect connectors E08 (48) and P44 (49).
47. Disconnect clamp (50).



48. Disconnect clamp (51).
49. Remove filter and bracket assembly (52).
- ★ Put it on hose bracket (HB).

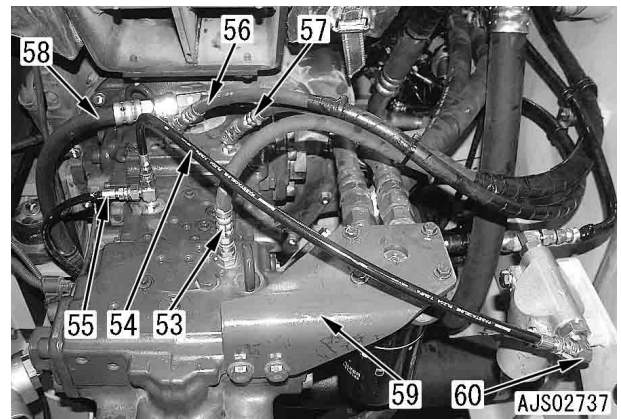


50. Disconnect 6 hoses.
  - (53): Rear load pressure input port hose (Color band: no color)
  - (54), (55): EPC basic pressure port hose (Color band: no color)
  - (56): Pump pressure input port hose (Color band: blue)
  - (57): Front load pressure input port hose (Color band: red)
  - (58): Drain port hose

51. Disconnect bracket (59).

52. Turn elbow (60) downward.

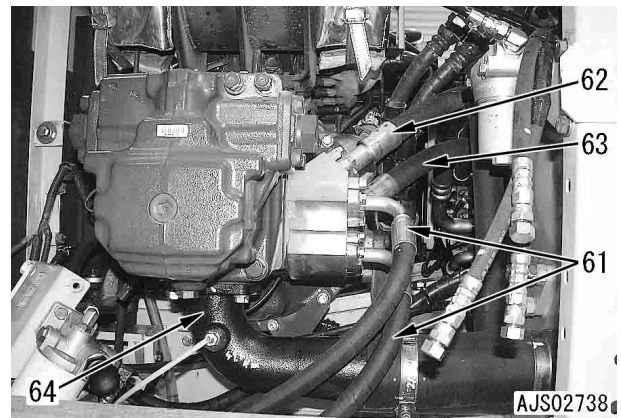
- ★ To be not obstructive in removing the engine.



53. Disconnect 4 hoses and 1 tube.

- (61): Branch hoses
- (62): Rear pump discharge port hose
- (63): Front pump discharge port hose
- (64): Pump suction port tube

54. Return bracket (59) to the original position. (Install it to the pump.)

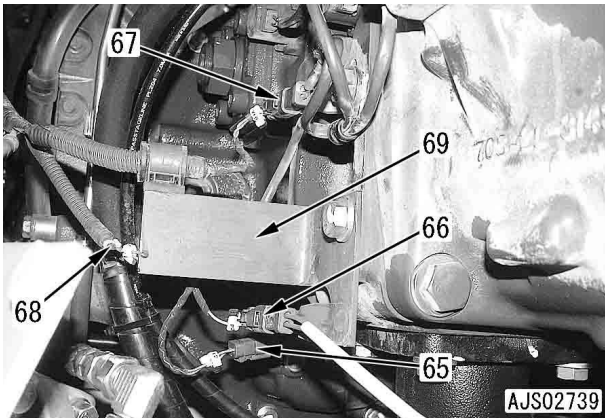




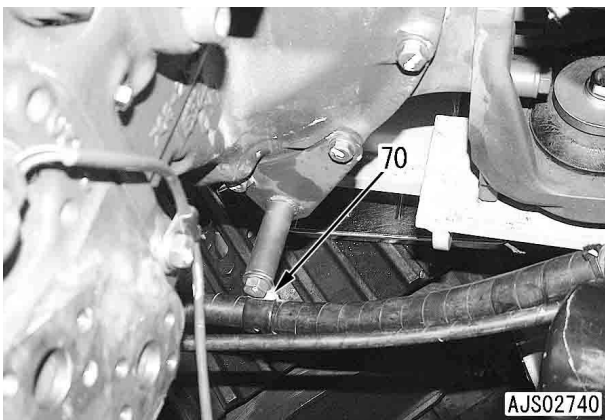
55. Disconnect pump wiring connectors at 4 points.

- (65): V12 PC-EPC R solenoid valve  
(Color band: yellow)
  - (66): P22 hydraulic oil temperature sensor  
(Color band: no color)
  - (67): V19 LS-EPC solenoid valve  
(Color band: red)
  - (68): V11 PC-EPC F solenoid valve  
(Color band: white)
- ★ It is behind bracket (69).

56. Disconnect bracket (69).

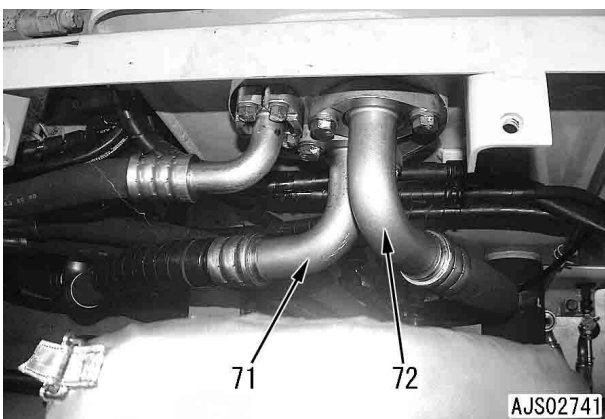


57. Disconnect clamp (70).

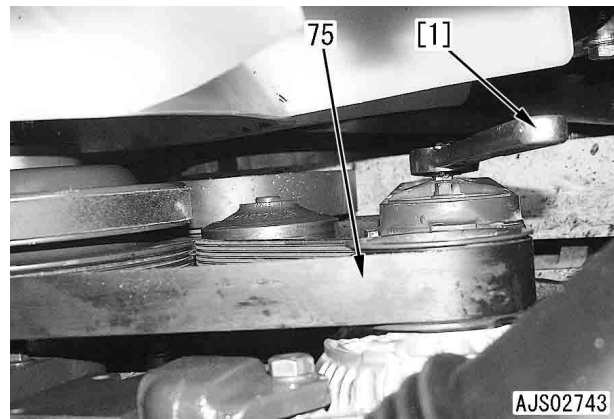


58. Disconnect hydraulic tank hoses (71) and (72).

- ★ To be not obstructive in removing the engine.



59. Remove fan belt (75) from the alternator with wrench [1].

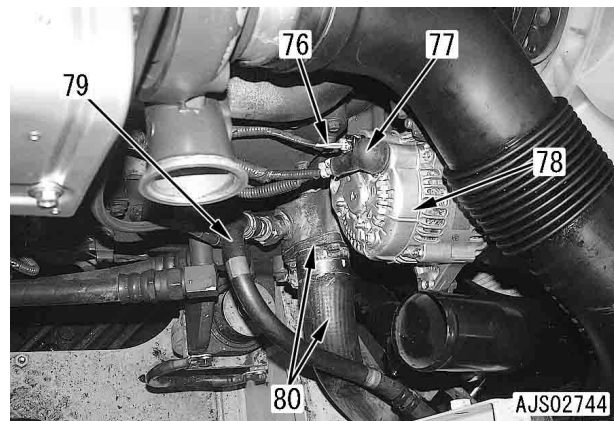


60. Disconnect connectors AB (76) and E12 (77).

61. Remove alternator (78).

62. Disconnect heater hose (79).

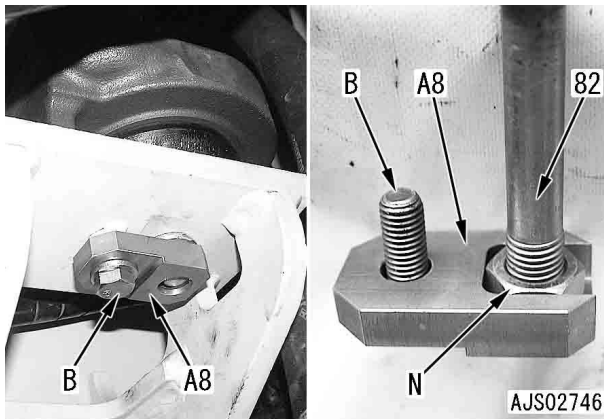
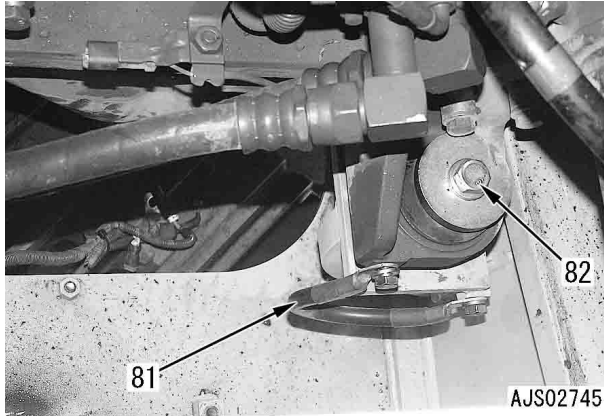
63. Remove 3 bolts and disconnect radiator hose and flange assembly (80). [\*8]



64. Disconnect engine ground (81).

65. Remove 4 engine mounting bolts (82). [\*9]


- ★ The nut is not welded except at the engine ground point. Due to that reason firstly fix nut locking tool (plate) **A8** with bolt (B) to strict nut (N) turn, then remove engine mounting bolt (82).

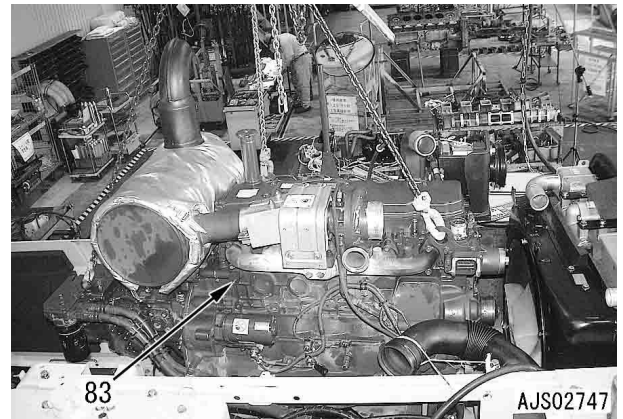


66. Lift out engine and hydraulic pump assembly (83).

- ★ Lift it at the 3 points, i.e. 2 points at the engine and 1 point at the hydraulic pump. Recommended lifting tool: **A9** (Refer to the special tool list) is proposed from Cummins.

- ★ Before removing the assembly, make sure that all the necessary wiring and piping are disconnected.

 Engine and hydraulic pump assembly: **800 kg**



**Installation**

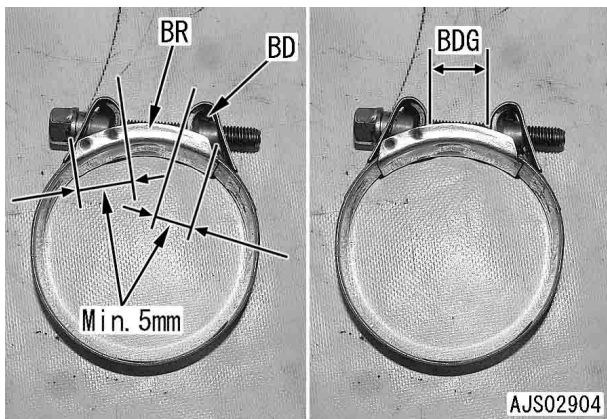
- Installation is done in the reverse order of removal.

[\*1]

- ☞ Air cleaner band :  
**8.8 – 10.8 Nm {0.9 – 1.1 kgm}**

[\*2], [\*5]

- ★ Use brand new article for MIKALOR clamp.
- ★ Align the hose to the original position (marking position).
- ★ Reference  
Inserted air hose length
  - Aftercooler side : 60 mm
  - Engine side : 80 mm
  - Turbocharger side : 65 mm
- ★ Set bridge (BR) under the clamp tightening bolt as the lap with band (BD) is Min. 5 mm.
- ★ Align the clamp to the original position.
- ★ Impact wrench is not applicable to use.
- ☞ MIKALOR clamp:  
**16 – 17 Nm {1.6 – 1.7 kgm}**
- ★ When the tightening torque force is less than 16 Nm {1.6 kgm}, tighten it until the hand gap is adhered (BDG size is 0).



[\*3]

- ★ Align the hose to the original position (marking position).
- ★ Align the clamp to the original position.
- ★ Reference  
Inserted air hose length : 49 mm
- ☞ Radiator hose clamp :  
**10.8 – 11.8 Nm {1.1 – 1.2 kgm}**

[\*4]

- ☞ Tube clamp :  
**10.0 – 11.0 Nm {1.02 – 1.12 kgm}**

Refer to [\*5] [\*2].

[\*6]

- ☞ Fan mounting bolt :  
**43 ± 6 Nm {4.4 ± 0.6 kgm}**

[\*7]

- ★ Refer to the "Checking and adjusting air compressor belt tension" section in the Testing and adjusting chapter in this manual.

[\*8]

- ☞ Flange mounting bolt :  
**43 ± 6 Nm {4.4 ± 0.6 kgm}**

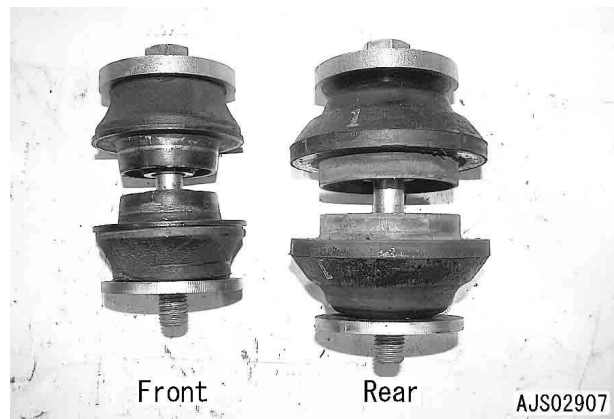
- ★ Reference

Inserted radiator hose length : 40 mm

- ☞ Radiator hose clamp :  
**10.8 – 11.8 Nm {1.1 – 1.2 kgm}**

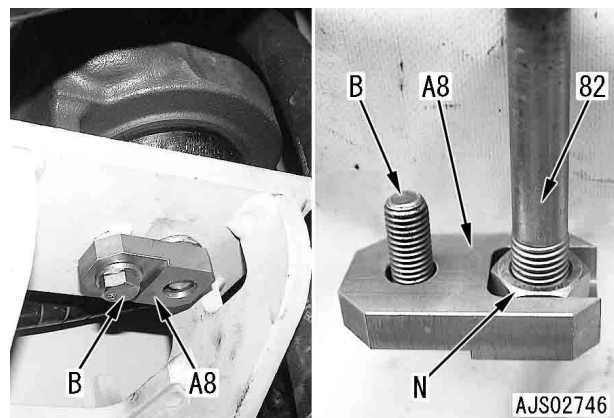
[\*9]

- ★ The bolt length of the engine front side is shorter than that of rear side.
- ★ The engine mounting rubber size of the engine front side is smaller than that of rear side.




- ☞ Engine mounting bolt (4 places) :  
**245 – 308.9 Nm {25 – 31.5 kgm}**

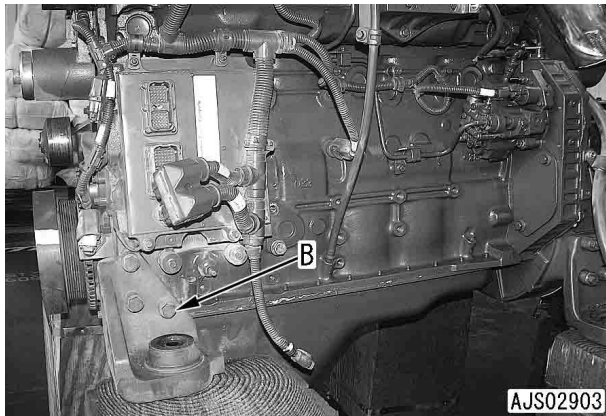
- ★ The nut is not welded except at the engine ground point. Due to that reason, firstly fix nut locking tool (plate) A8 with bolt (B) to strict nut (N) turn, then remove engine mounting bolt (82).





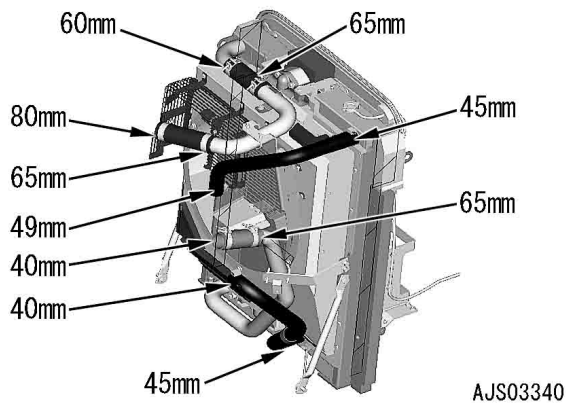
## ★ Reference

-  Engine mounting bracket (4 places) bolts :  
**122.5 – 147 Nm {12.5 – 15 kgm}**




## ★ Reference

Overview of the inserted length of the air hoses and radiator hoses.




## ● Refilling engine coolant


Refill coolant through the coolant filler port up to the specified level. Start the engine and circulate the coolant, and then check the coolant level.

 Coolant : **Approx. 21.5 ℓ**

## ● Refilling with oil (hydraulic tank)

Refill hydraulic oil through the oil filler port to the specified level. Let the oil circulate in the hydraulic system by starting the engine. Then check the oil level again.

 Hydraulic tank: **Approx. 244 ℓ**

-  Hydraulic tank drain plug:  
**58.8 – 78.5 Nm {6.0 – 8.0 kgm}**

## ● Air bleeding

Bleed the air from the circuit between the valve and the hydraulic cylinder. For details, see Testing and adjusting, “Bleeding air from each part”.

PC290LC, 290NLC-8 Hydraulic excavator

Form No. UEN00027-00

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# HYDRAULIC EXCAVATOR

## PC290LC-8 PC290NLC-8

### Machine model      Serial number

PC290LC-8	K50001 and up
PC290NLC-8	K50001 and up

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## 50 Disassembly and assembly

### Power train

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Power train .....	2
Removal and installation of final drive assembly .....	2
Disassembly and assembly of final drive assembly .....	3
Removal and installation of swing motor and swing machinery assembly .....	12
Disassembly and assembly of swing motor and swing machinery assembly .....	14
Removal and installation of swing circle assembly .....	23

## Power train

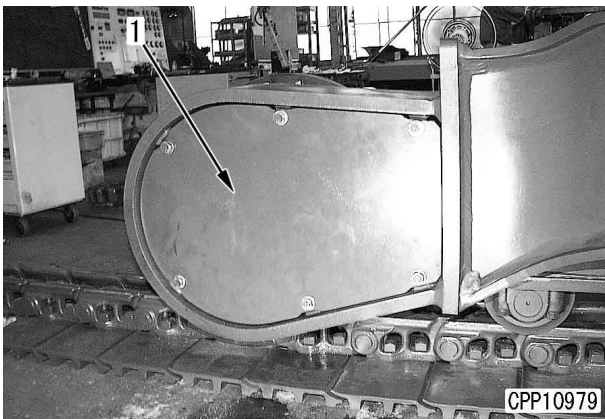
### Removal and installation of final drive assembly

#### Removal

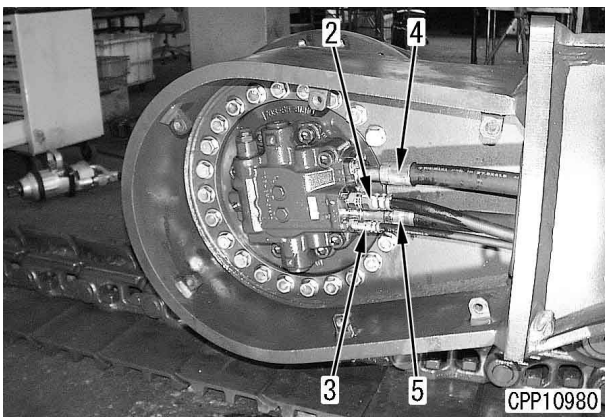
1. Remove the sprocket, refer to the "Removal of sprocket" section in this manual.

**⚠ Lower the work equipment to the ground for safety. Stop the engine and loosen the oil filler cap on the hydraulic tank to release the pressure inside.**

2. Remove cover (1).




3. Disconnect drain hose (2), travel speed shifting hose (3) and travel motor hoses (4) and (5).

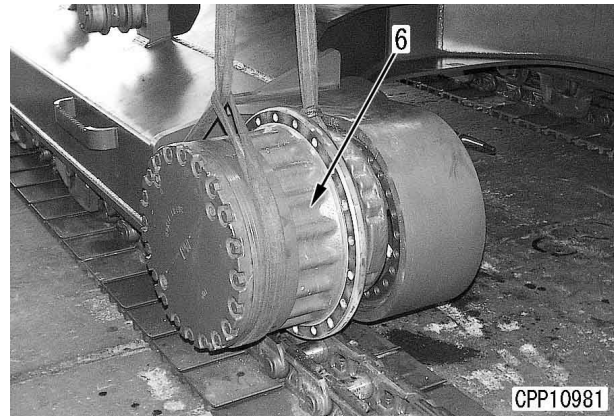


4. Remove the 21 mounting bolts from final drive assembly (6) and lift it off to remove. [\*1]

★ Be careful. Do not damage the face of the fitting seal at the base of the hose.

★ When lifting off the final drive assembly, do not use a tapped hole for lifting the cover.


 Final drive assembly: **500 kg**



#### Installation

• Install in reverse order of removal.

[\*1]

 Final drive assembly mounting bolt:  
**490 – 608 Nm {50 – 62 kgm}**

• **Refilling hydraulic oil**

Refill hydraulic oil through the oil filler port to the specified level, and let the oil circulate in the hydraulic system by starting the engine. Then check the oil level again.

• **Air bleeding**

Refer to the "Bleeding air from each part" section in the Testing and adjusting chapter of this manual.

# Disassembly and assembly of final drive assembly


## Special tools

Symbol	Part number	Part name	Necessity	Qty	N/R	Sketch
1	796-627-1610	Wrench assembly	■	1	N	
	796-627-1620	• Wrench		1	N	
	796-427-1140	• Pin		3		
	01314-20612	• Screw		3		
J	796T-627-1630	Push tool	■	1	N	○
	790-101-2510	Block	■	1		
	791-830-1320	Rod	■	2		
	01580-11613	Nut	■	2		
	790-101-2570	Washer	■	2		
	01643-31645	Washer	■	2		
	790-105-2100	Jack assembly	■	1		
	790-101-1102	Pump	■	1		
	3	791-580-1510	Installer	■	1	
4	790-331-1110	Wrench	■	1		

## Disassembly

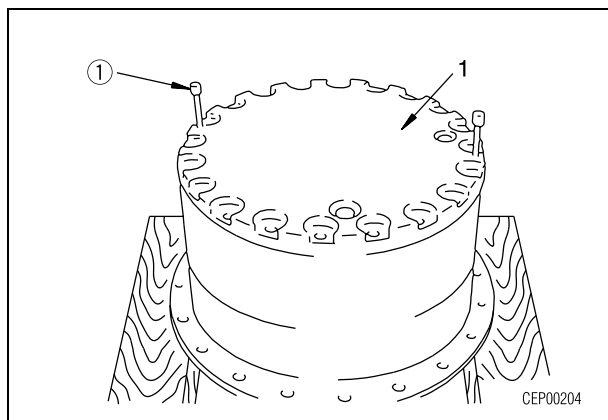
### 1. Draining oil

Remove drain plug and drain oil from final drive case.

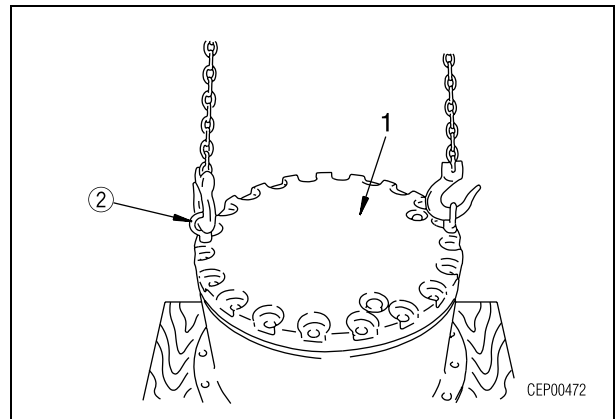
 Final drive case: **Approx. 9 l**

### 2. Cover

1) Remove mounting bolts, then use forcing screws [1] to disconnect cover (1).

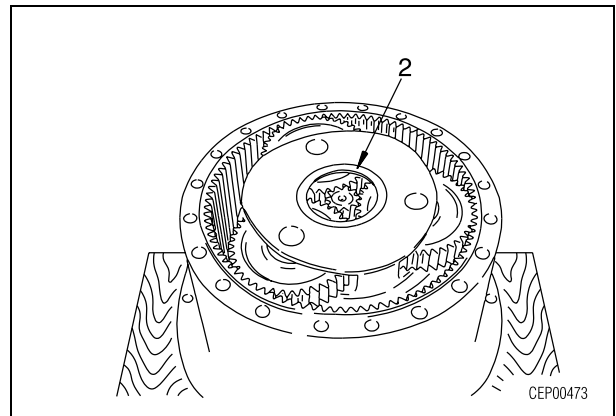


2) Use eyebolts [2] to remove cover (1).



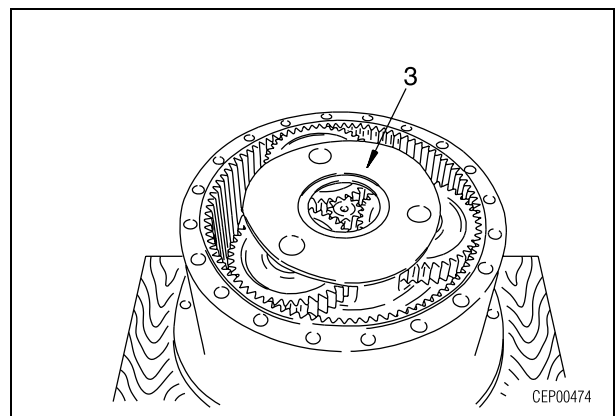
### 3. Spacer

Remove spacer (2).



### 4. No. 1 carrier assembly

1) Remove No. 1 carrier assembly (3).

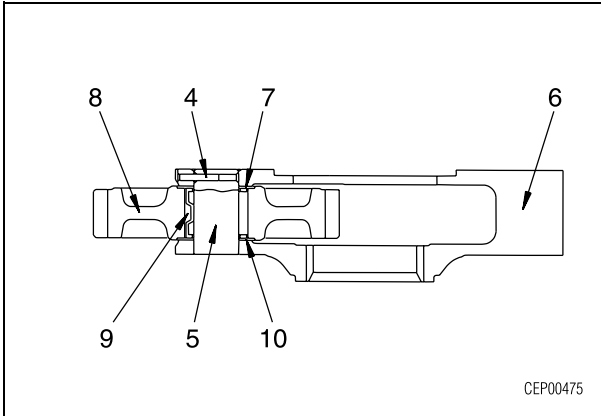


2) Disassemble No. 1 carrier assembly as follows.

1] Push in pin (4) and pull out shaft (5) from carrier (6).

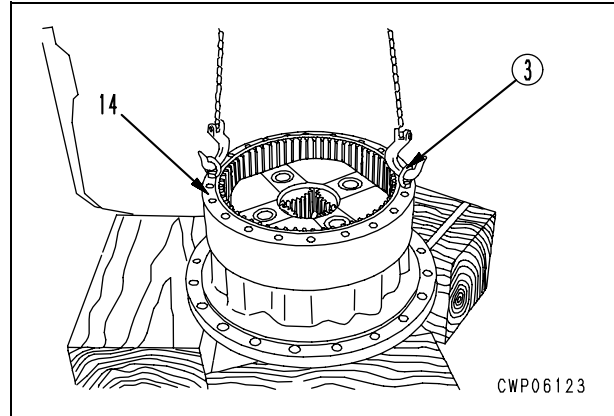
★ After removing shaft (5), remove pin (4).

- 2] Remove thrust washer (7), gear (8), bearing (9), and thrust washer (10).



**8. Ring gear**

Using eyebolts [3], remove ring gear (14).

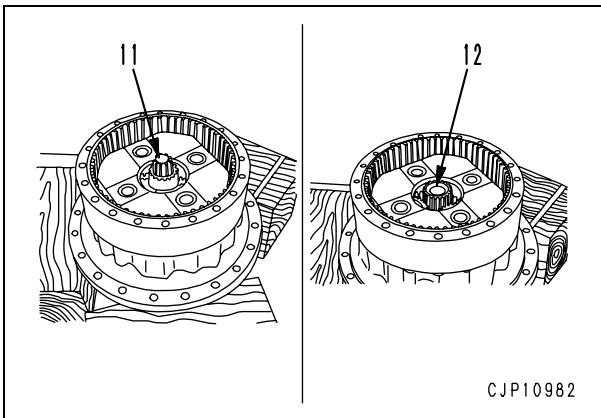


**5. No. 1 sun gear shaft**

Remove No. 1 sun gear shaft (11).

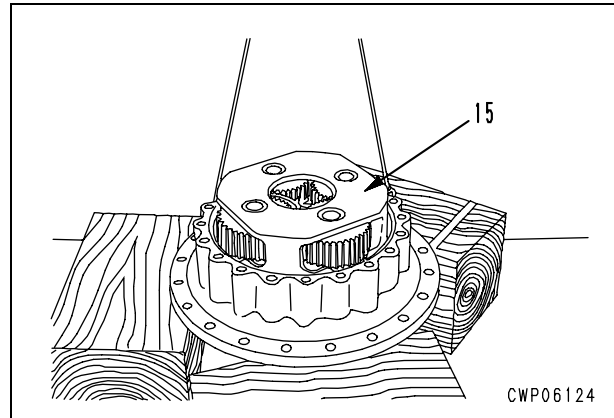
**6. No. 2 sun gear**

Remove No. 2 sun gear (12).



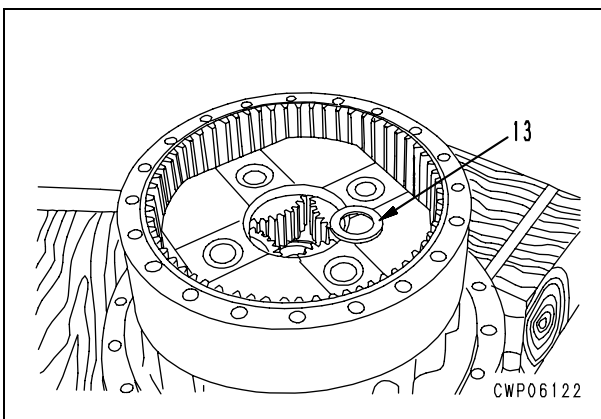
**9. No. 2 carrier assembly**

1) Remove No. 2 carrier assembly (15).



**7. Thrust washer**

Remove thrust washer (13).

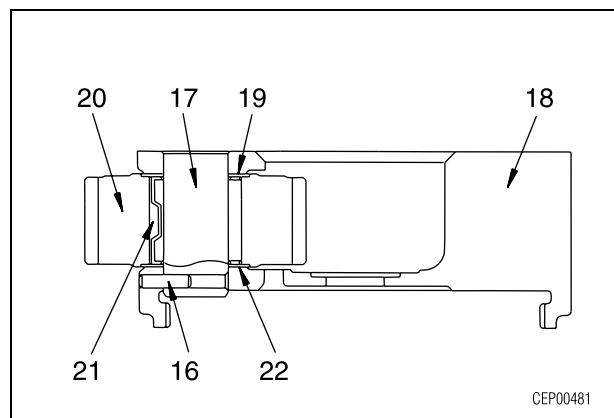


2) Disassemble No. 2 carrier assembly as follows.

1] Push in pin (16) and pull out shaft (17) from carrier (18).

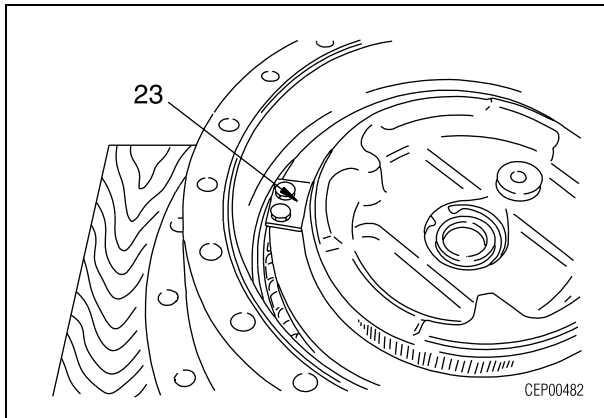
★ After removing the shaft, remove pin (16).

2] Remove thrust washer (19), gear (20), bearing (21), and thrust washer (22).

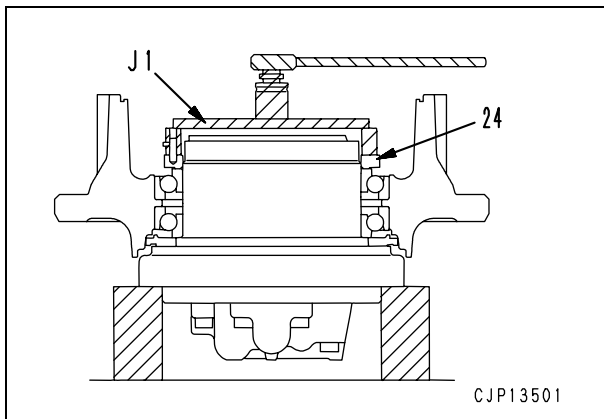


**10. Nut**

- 1) Remove lock plate (23).

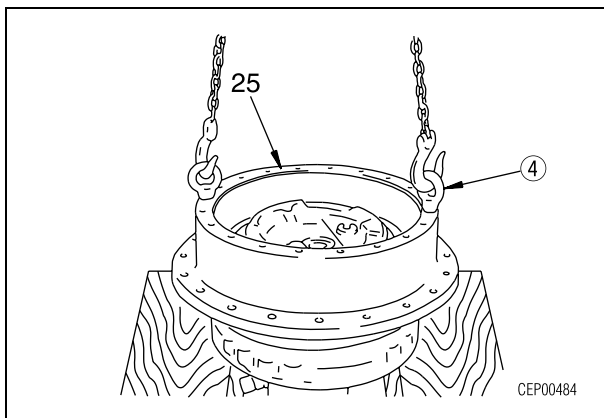


- 2) Use tool J1 and remove nut (24).



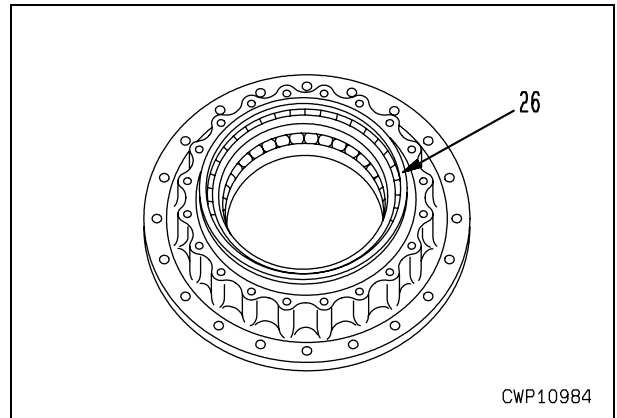
**11. Hub assembly**

- 1) Using eyebolts [4], remove hub assembly (25) from travel motor.

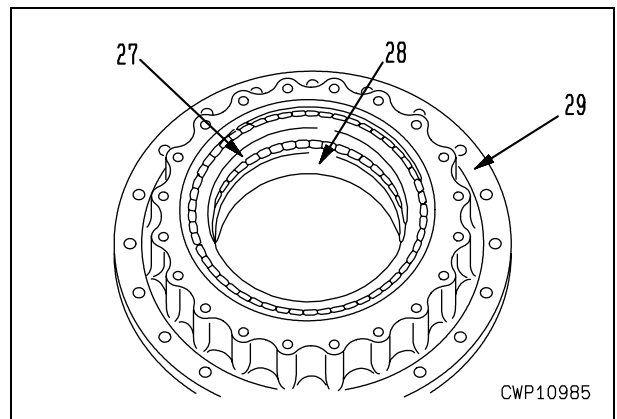


- 2) Disassemble hub assembly as follows.

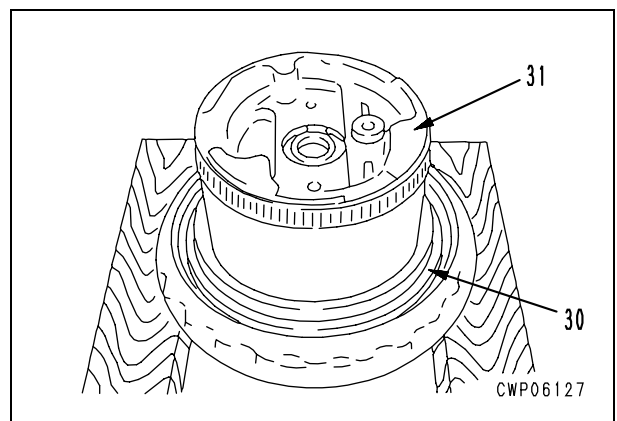
- 1] Remove floating seal (26).



- 2] Remove bearings (27) and (28) from hub (29).



- 3) Remove floating seal (30) from travel motor (31).

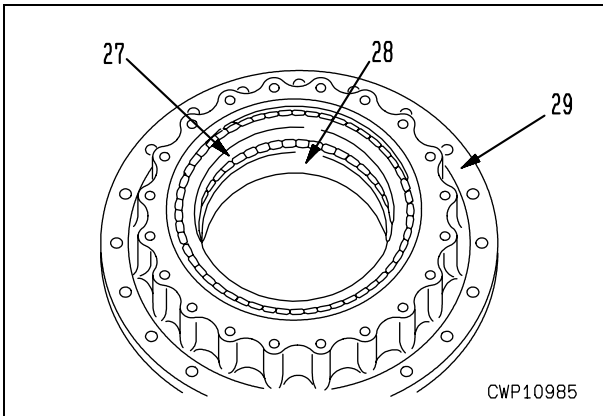


**Assembly**

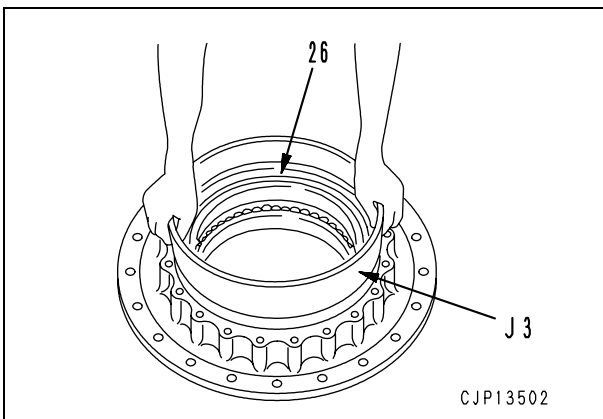
- ★ Clean all parts and check for dirt or damage. Coat the sliding surfaces of all parts with engine oil before installing.

**1. Hub assembly**

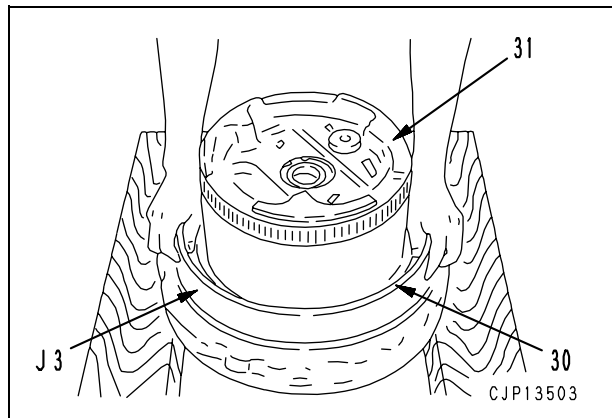
- 1) Assemble hub assembly as follows. Using push tool, press fit bearings (27) and (28) to hub (29).



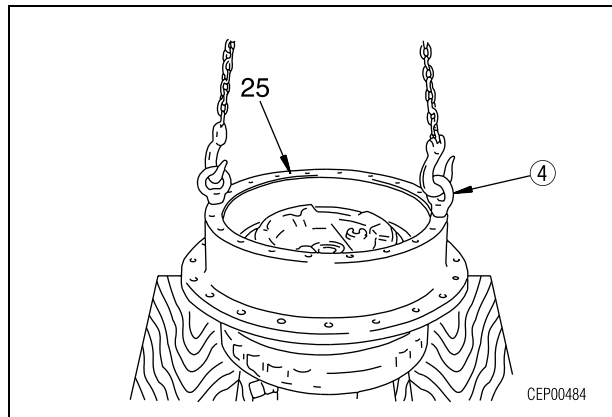
- 2) Using tool J3, install floating seal (26).
  - ★ Remove all oil and grease from the O-ring and O-ring contact surface. Dry the parts before installing the floating seal.
  - ★ After installing the floating seal, check that the angle of the floating seal is within 1 mm.
  - ★ After installing the floating seal, coat the sliding surface thinly with engine oil (EO30).



- 3) Using tool J3, install floating seal (30) onto travel motor (31).
  - ★ The procedure for installation is the same as in the previous Step 2).

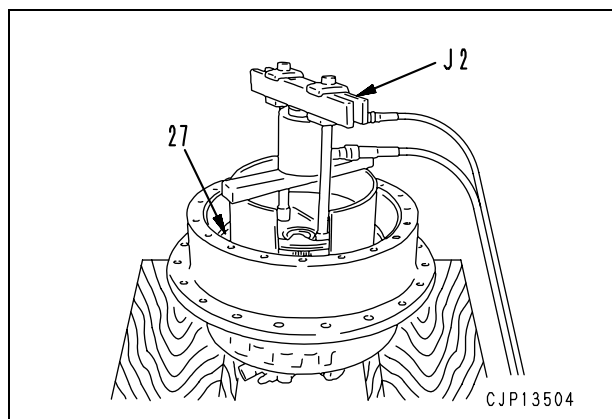


- 4) Using eyebolts [4], set hub assembly (25) onto the travel motor. Use the push tool and tap to press fit the bearing.



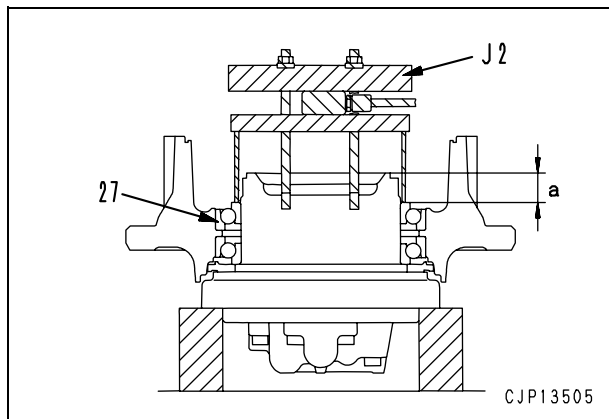
**2. Nut**

- 1) Install nut as follows.
  - 1] Using tool J2, push bearing inner race (27).
    - ★ Pushing force:  
**12.7 – 16.7 kN {1.3 – 1.7 tons}**
    - ★ Rotate the hub 2 – 3 times before applying the pushing force to the bearing inner race.

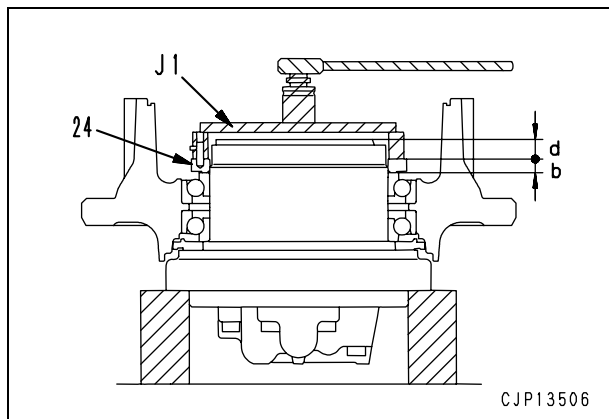




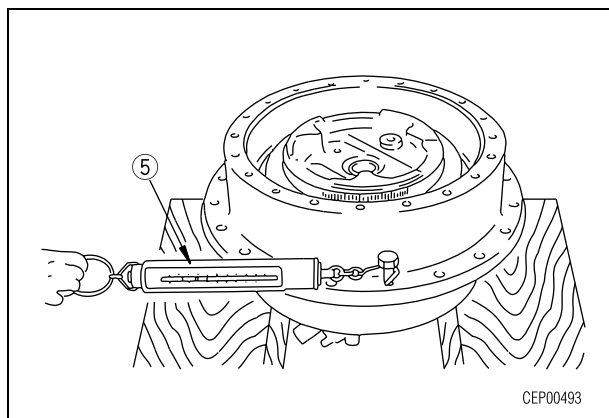
- 2] Measure dimension (a) in the condition in Step 1] above.



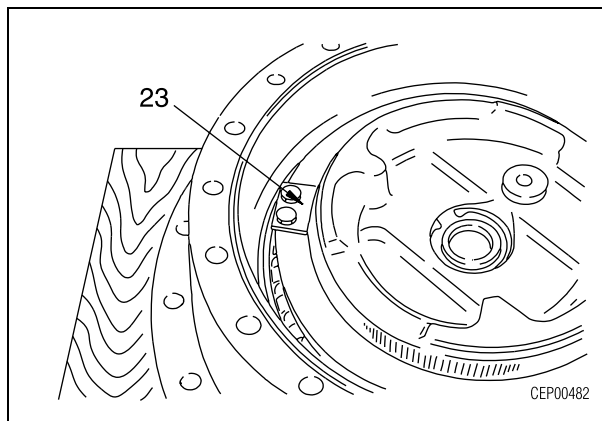
- 3] Measure thickness (b) of nut (24) as an individual part.
- 4] Calculate  $a - b = c$ .
- 5] Tighten nut (24) with tool J1 until dimension (c) is obtained.



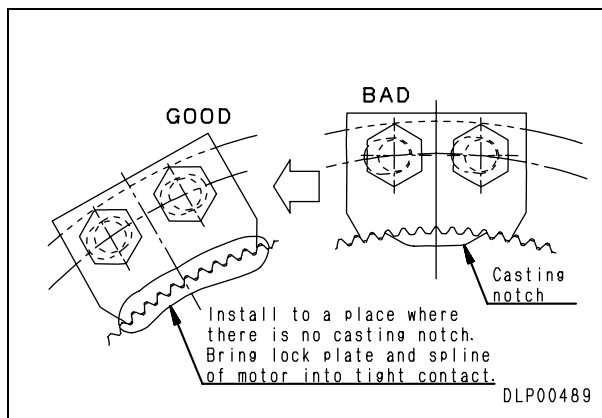
- 6] Using push-pull scale [5], measure tangential force in the direction of rotation of the hub in relation to the motor case.
  - ★ Tangential force:
    - Max. 490 N {50 kg}**
  - ★ The tangential force is the maximum force when starting rotation.



- 7] Install lock plate (23).



- ★ Install the lock plate as shown in the diagram below.
  - Thread of mounting bolt:
    - Thread tightener (LT-2)**
  - Mounting bolt:
    - 49 – 74 Nm {6 – 7.5 kgm}**
- ★ Do not coat the threaded portion of the nut with thread tightener (LT-2).

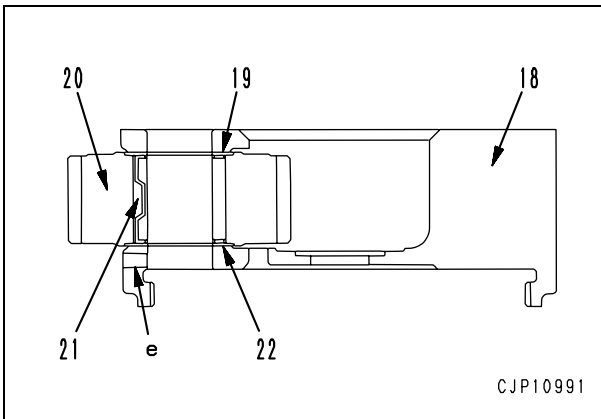


**3. No. 2 carrier assembly**

1) Assemble No. 2 carrier assembly as follows.

- ★ Replace thrust washers (19), (22) and pin (16) with new ones.
- ★ There are remains of caulking when the pin is inserted at the end face of hole (e) at the side of the carrier. Remove the caulked metal from the inside diameter of the hole before starting to assemble.

1] Assemble bearing (21) to gear (20), fit top and bottom thrust washers (19) and (22), and set gear assembly in carrier (18).

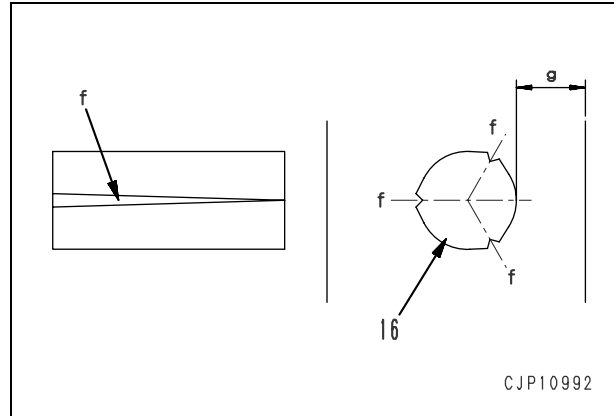


2] Align the position of pin holes on the shaft and carrier, then tap with a plastic hammer to install shaft (17).

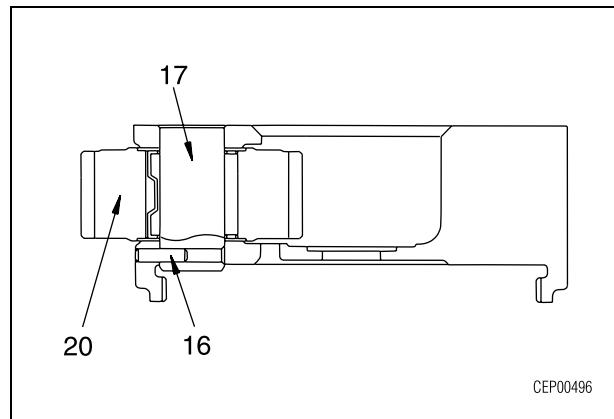
- ★ When installing the shaft, rotate the planetary gear. Be careful not to damage the thrust washer.

3] Insert pin (16).

- ★ Insert the pin in such a way that any of the 3 claws (f portions) on the periphery will not fall on the slender (g portion) of the carrier. Take note, however, that depending on the actual carriers, this slender portion is on the opposite side. Hence when inserting the pin, check them carefully to see on which side of the carrier a thin portion is, and insert the pin the way its claw does not come to the thin portion. If there is a groove, meanwhile, avoid it.

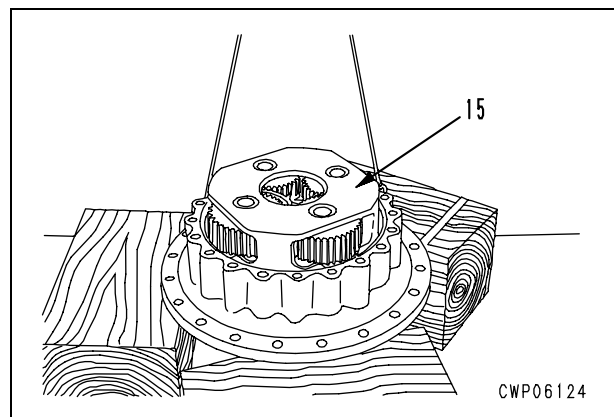


- ★ After inserting the pin, caulk the pin portion of the carrier.
- ★ After assembling the carrier assembly, check that gear (20) rotates smoothly.



2) Install No. 2 carrier assembly (15).

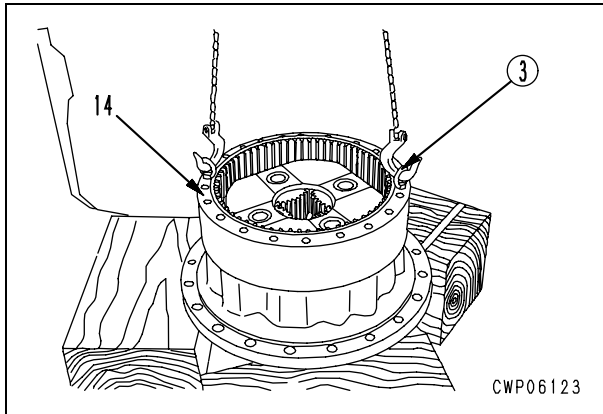
- ★ Align the 3 tips of the gear shafts of carrier assembly (15) to enter the 3 hollows in the end face of the motor case, then install.



**4. Ring gear**

Install O-ring on hub end. Use eyebolts [3] to install ring gear (14).

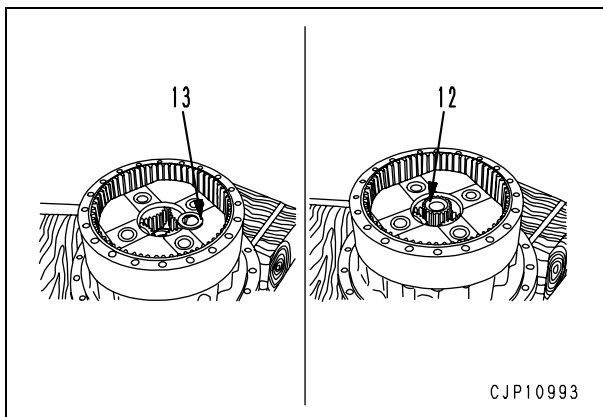
- ★ Remove all grease and oil from the mating surface of the ring gear and hub.
- ★ Do not put any gasket sealant on the mating surface of the ring gear and hub under any circumstances.

**5. Thrust washer**

Install thrust washer (13).

**6. No. 2 sun gear**

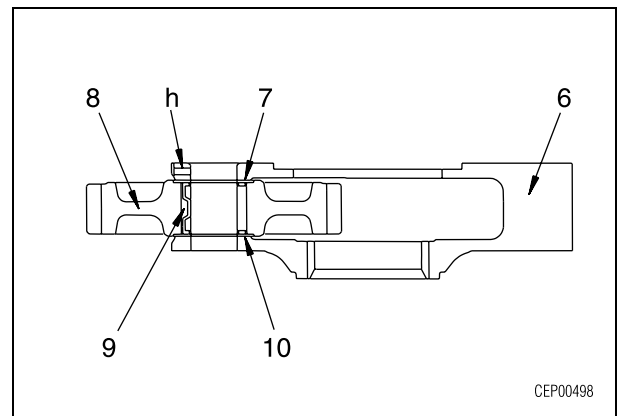
Install No. 2 sun gear (12).

**7. No. 1 carrier assembly**

1) Assemble No. 1 carrier assembly as follows.

- ★ Replace thrust washers (7) and (10), and pin (4) with new ones.
- ★ There are remains of caulking when the pin is inserted at the end face of hole (h) at the side of the carrier. Remove the caulked metal from the inside diameter of the hole before starting to assemble.

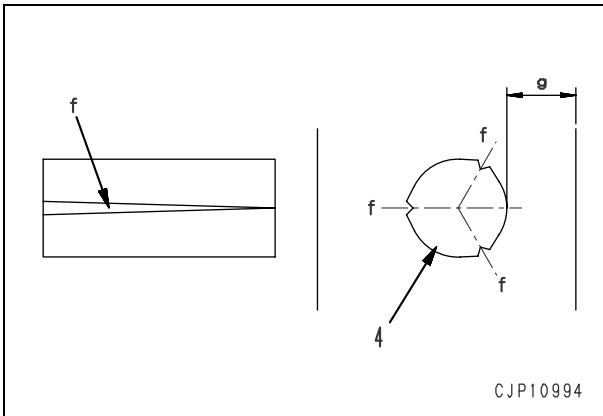
1] Assemble bearing (9) to gear (8), fit top and bottom thrust washers (7) and (10), and set gear assembly in carrier (6).



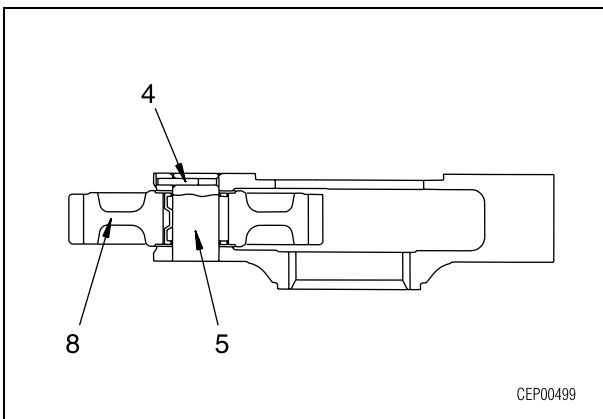
2] Align the position of pin holes on the shaft and carrier, then tap with a plastic hammer to install shaft (5).

- ★ When installing the shaft, rotate the planetary gear. Be careful not to damage the thrust washer.

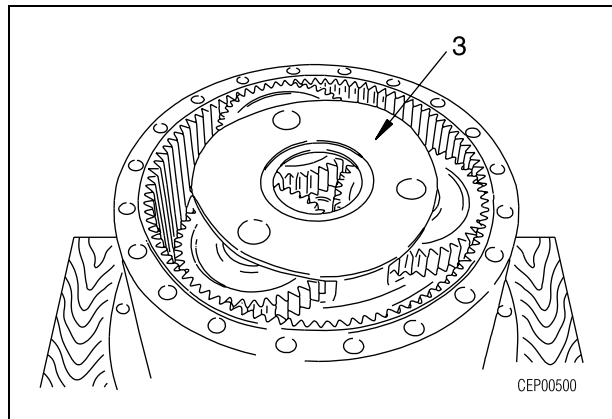
- 3] Insert pin (4).
- ★ Insert the pin in such a way that any of the 3 claws (f portions) on the periphery will not fall on the slender (g portion) of the carrier. Take note, however, that depending on the actual carriers, this slender portion is on the opposite side. Hence when inserting the pin, check them carefully to see on which side of the carrier a thin portion is, and insert the pin the way its claw does not come to the thin portion. If there is a groove, meanwhile, avoid it.



- ★ After inserting the pin, caulk the pin portion of the carrier.
- ★ After assembling the carrier assembly, check that gear (8) rotates smoothly.

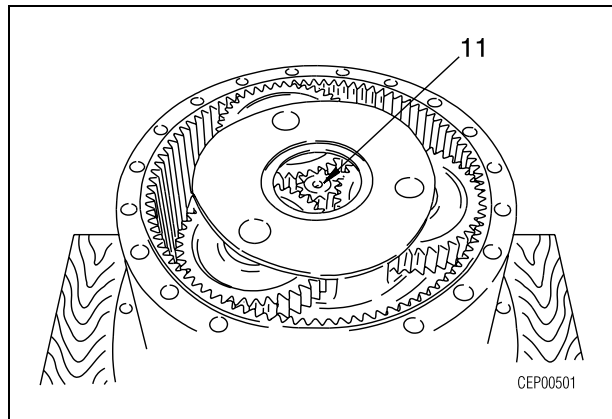


- 2) Install No. 1 carrier assembly (3).



**8. No. 1 sun gear shaft**

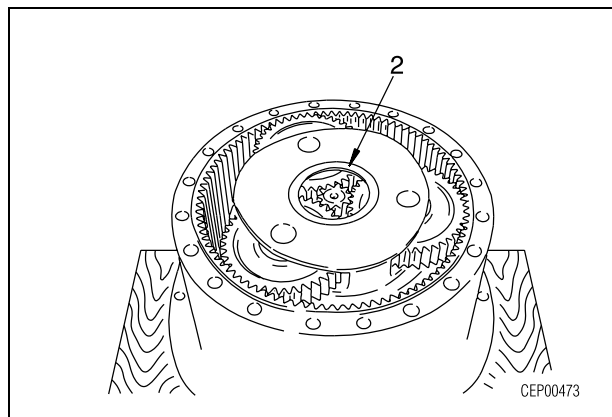
- Install No. 1 sun gear shaft (11).

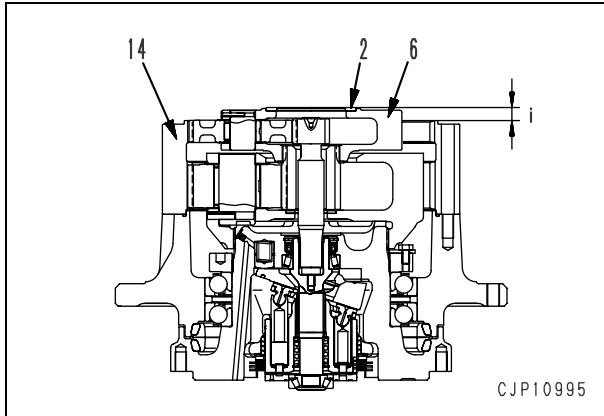


**9. Spacer**

- Install spacer (2).


- ★ Take measurement of dimension (i) after installing the spacer. If (i) dimension exceeds 15 mm, the spacer is not installed correctly. In that case, check it again and if necessary, try to install it correctly once more.





**11. Refilling with oil**


Tighten drain plug and add engine oil through oil filler.

 Final drive case: **Approx. 9 ℓ**

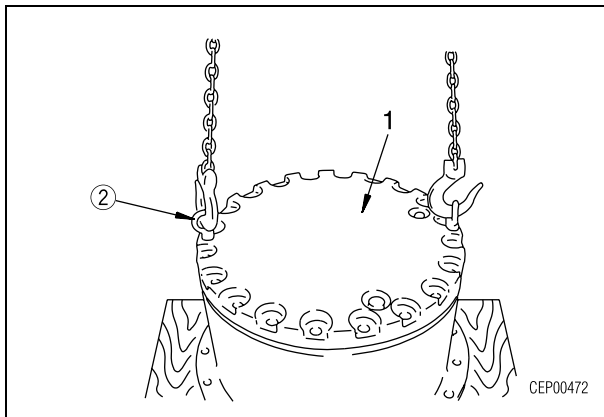
- ★ Do a final check of the oil level at the determined position after installing the final drive assembly to the chassis.


**10. Cover**

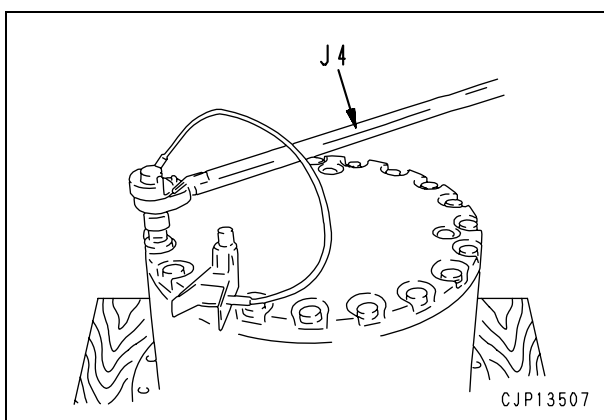
Using eyebolts [2], lift and install cover (1), then tighten mounting bolts with angle tightening wrench **J4**.

 Mounting surface of cover:

**Gasket sealant (LG-6)**



 Mounting bolt:  
 Initial torque: **98.1 Nm {10 kgm}**  
 Additional tightening angle:  
**Turn 100 – 110°**



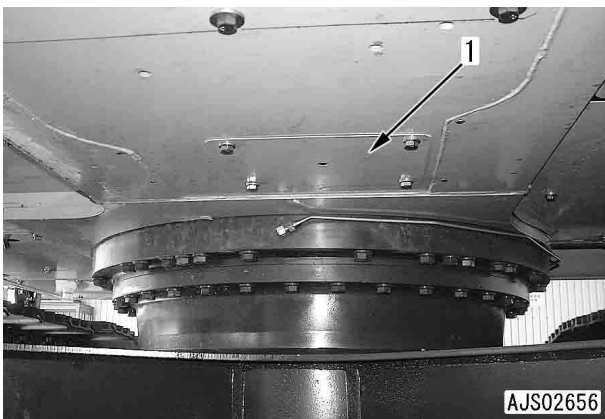
## Removal and installation of swing motor and swing machinery assembly

### Removal

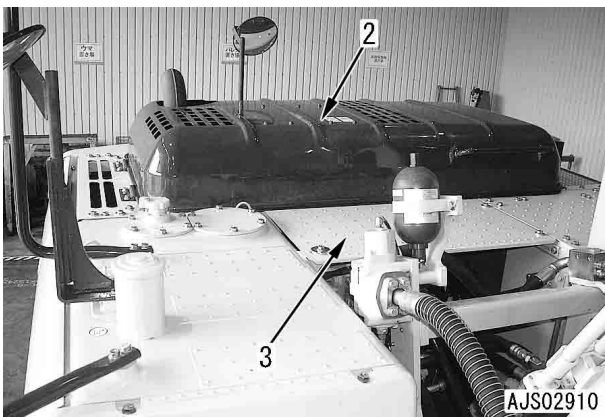
**⚠** Lower the work equipment to the ground completely, after the engine is stopped, loosen the hydraulic tank cap gradually to reduce the pressure inside, and set the lock lever in the lock position.

★ Attach an identification tag to each piping to avoid a mistake in the position of installation later.

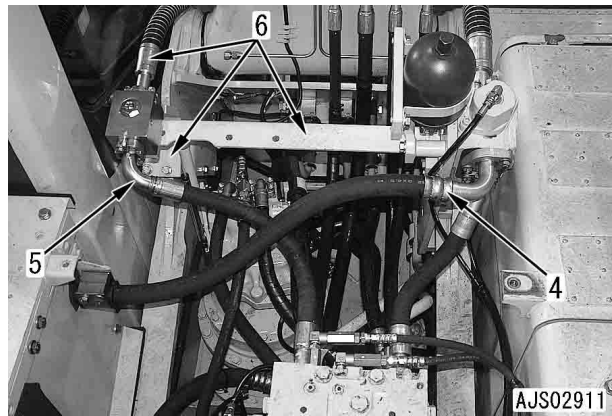
1. Remove cover (1).



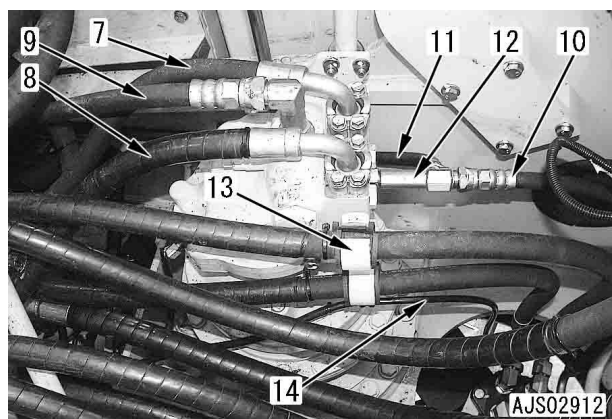
2. Open engine hood (2) and remove cover (3).



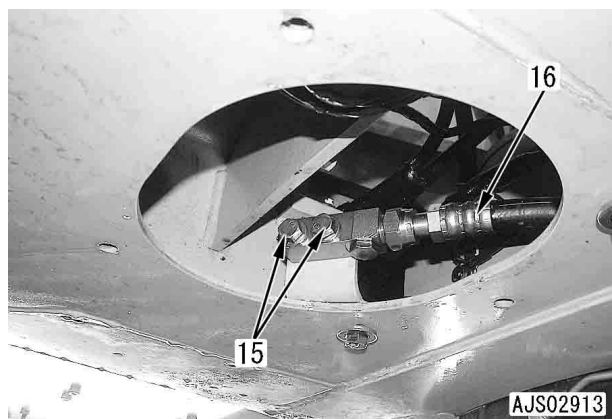
3. Disconnect hoses (4) and (5). (If equipped)
4. Disconnect bracket and hose assembly (6). (If equipped)



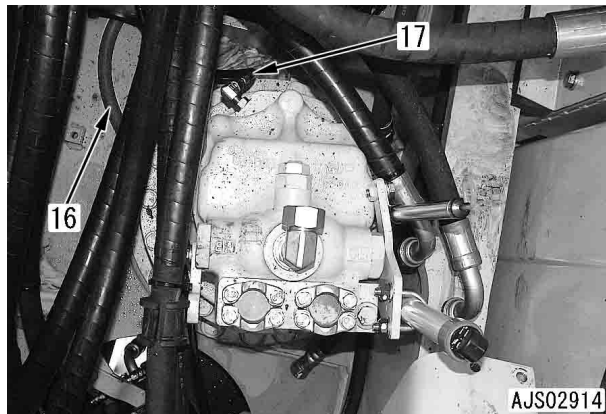
5. Disconnect 5 swing motor hoses (7) – (11).
  - (7): Between swing motor – control valve (port MA)
  - (8): Between swing motor – control valve (port MB)
  - (9): Suction hose (port S)
  - (10), (11): Drain hoses (port T)
6. Remove nipple (12) (port T).
7. Disconnect clamp (13).
8. Disconnect hose (14).



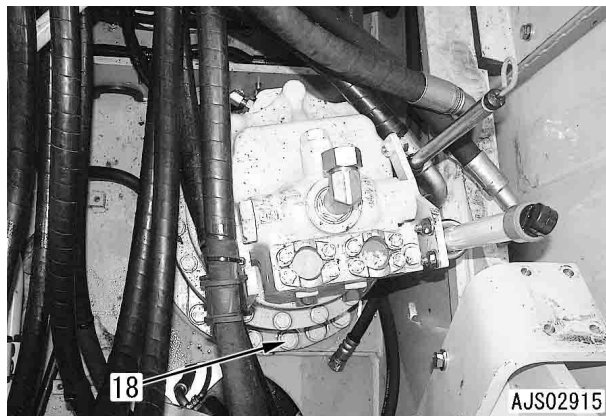
9. Remove mounting bolts (15) and disconnect drain hose (16).



10. Pull drain hose (16) out.
11. Disconnect pilot hose to cancel swing brake (17) (B port).




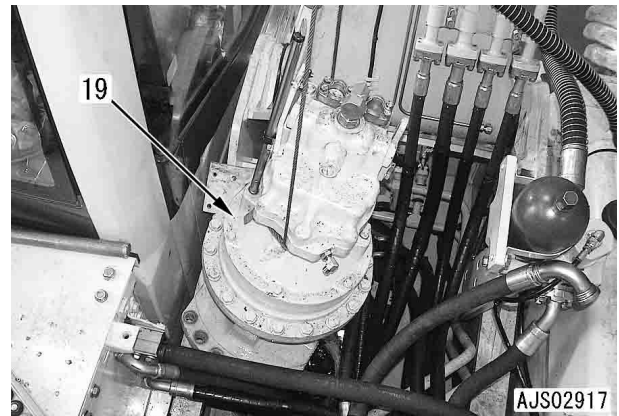
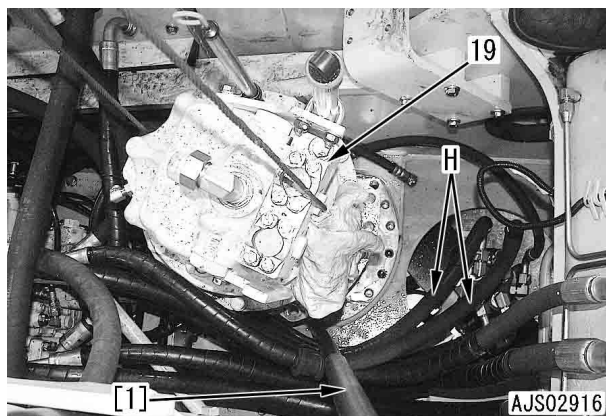
12. Remove 12 mounting bolts (18). [\*1]



13. Lift and remove the swing motor and swing machinery assembly (19).

- ★ Being careful not to damage hose (H), etc. with bar [1], lift the swing motor and swing machinery assembly gradually and remove them.
- ★ Being very careful for the drain hose, lift them.
- ★ Lift them with full attention until surpass the hose of the center swivel joint.


 Swing motor and swing machinery assembly: **250 kg**



### Installation

- Installation is done in the reverse order of removal.

[\*1]

 Mounting bolt: **490 – 608 Nm {50 – 62 kgm}**

- **Refilling with oil (hydraulic tank)**  
Refill hydraulic oil through the oil filler port to the specified level. Let the oil circulate in the hydraulic system by starting the engine. Then check the oil level again.
- **Air bleeding**  
Bleed the air from the circuit between the valve and the hydraulic cylinder. For details, see Testing and adjusting, "Bleeding air from each part."

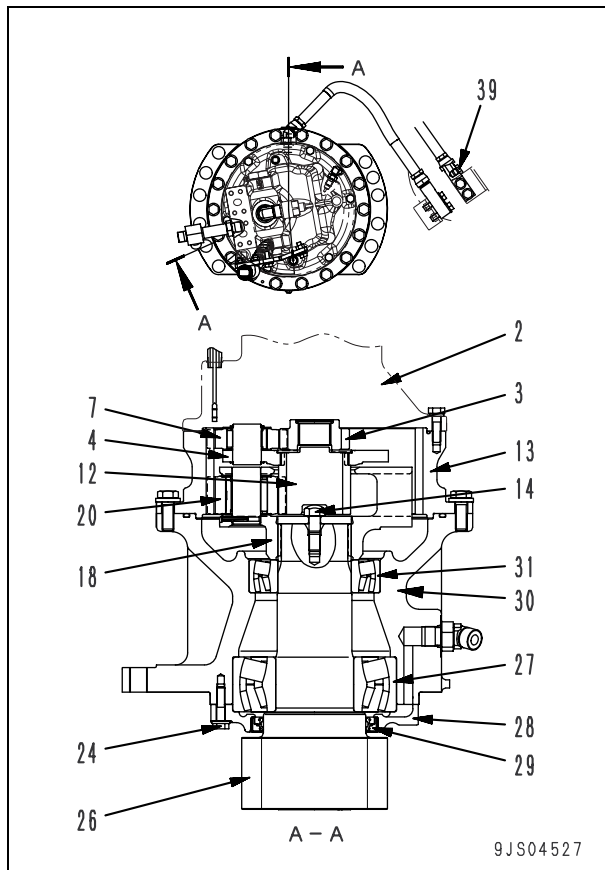


# Disassembly and assembly of swing motor and swing machinery assembly

## Special tools

Symbol	Part Number	Part name	Necessity	Q'ty	N/R	Sketch
F	1 790-201-2860	Push tool	■	1		
	2 796-426-1120	Push tool	■	1		
	796T-426-1130	Plate	■	1		○
	3 790-101-5421	Grip	■	1		
	01010-81240	Bolt	■	1		

- Sectional view
- ★ A number shows the number in the text.



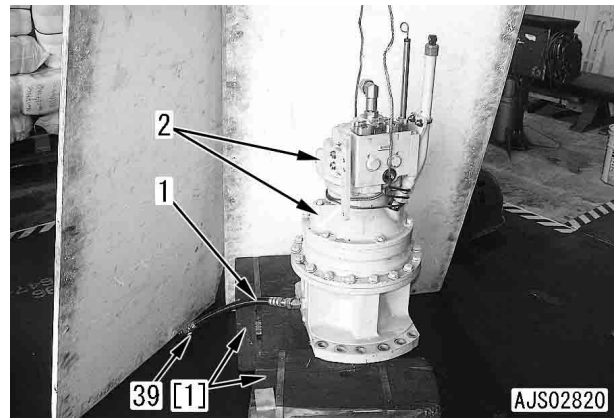
## Disassembly

1. Set the swing motor and the swing machinery assembly into block [1].
2. **Oil drain**  
Loosen drain plug (39) and drain the oil inside the swing machinery case. [\*1]

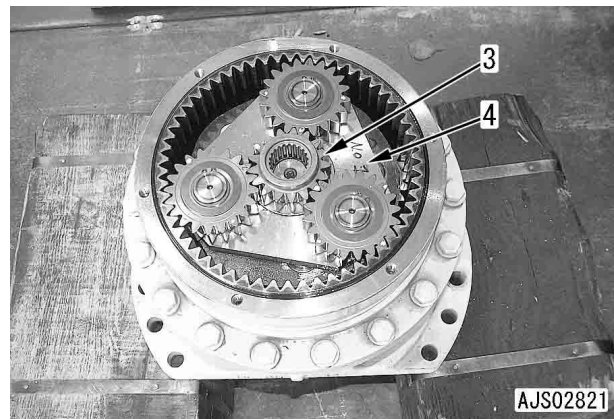
Swing machinery case: **Approx. 8 ℓ**

3. Remove drain hose (1).
4. Remove 6 mounting bolts and remove swing motor assembly (2).

Swing motor assembly: **70 kg**

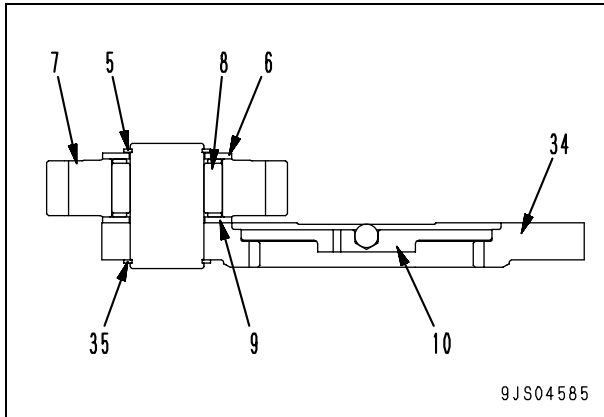


5. Remove No. 1 sun gear (3).
6. **No.1 carrier assembly**  
1) Remove No. 1 carrier assembly (4).

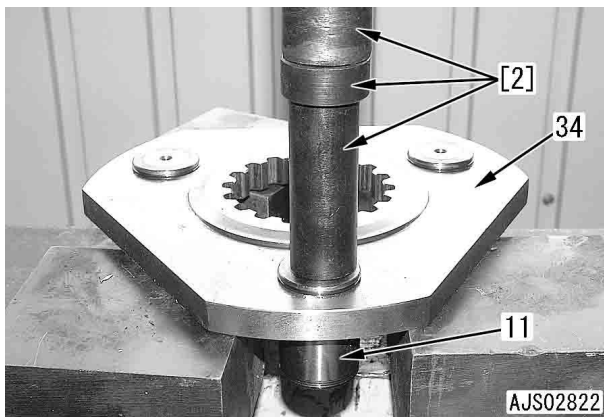




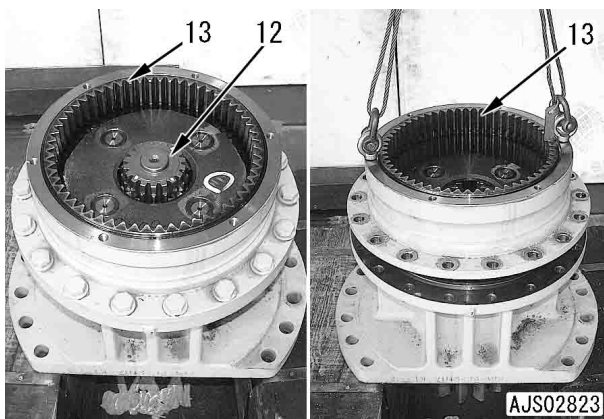
- 2) Disassemble No. 1 carrier assembly by the following order.
  - 1] Remove snap ring (5), thrust washer (6), gear (7), bearing (8), snap ring (9) in order.
  - 2] Remove plate (10).
  - 3] Reverse carrier (34) and remove snap ring (35).



- 3) Using push tool [2], remove shaft (11) from carrier (34).
  - Input pin press (reference):  
**11.2 – 25.8 kN {1,140 – 2,630 kg}**



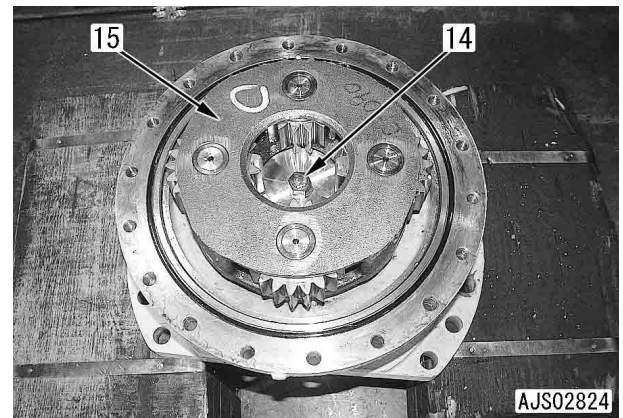
7. Remove No. 2 sun gear (12).
8. Remove the mounting bolt and remove ring gear (13).



9. Remove holder mounting bolt (14).

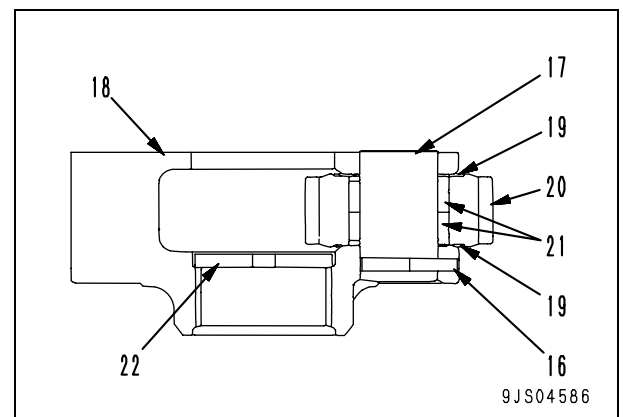
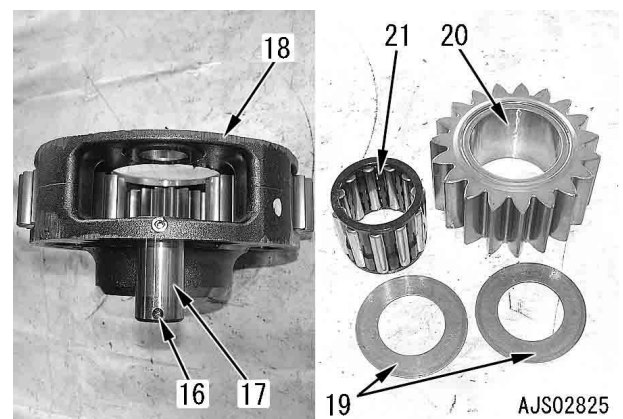
**10. No.2 carrier assembly**

- 1) Remove No. 2 carrier assembly (15).



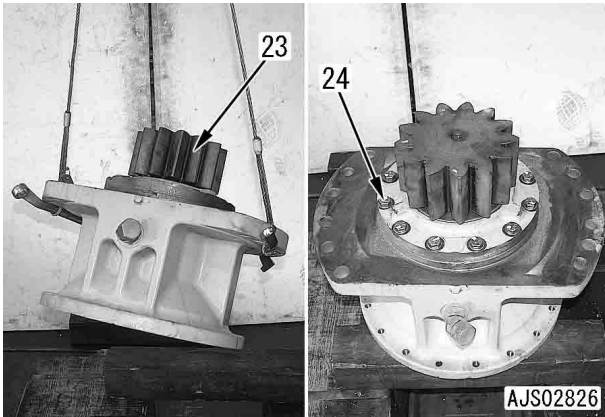
- 2) Disassemble No. 2 carrier assembly as follows.

- 1] Push pin (16) and pierce shaft (17) from carrier (18).
  - ★ After removing the shaft, remove pin (16).
- 2] Remove thrust washer (19), gear (20), and bearing (21).
- 3] Remove plate (22).

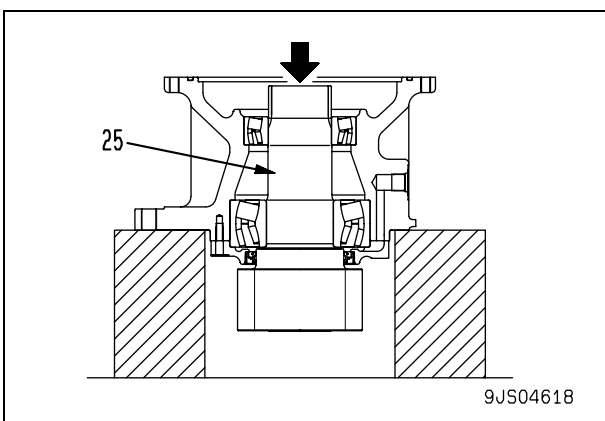
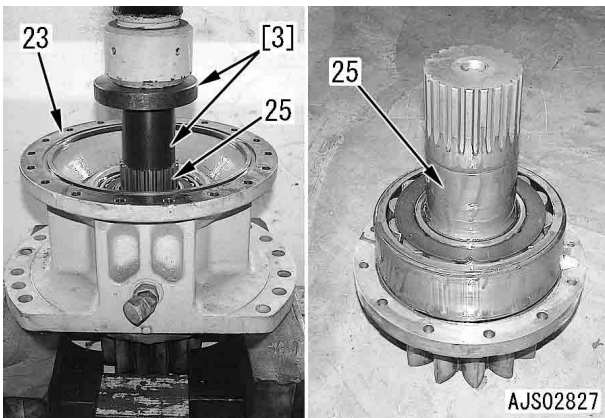


**11. Shaft and case assembly**

- 1) Reverse shaft and case assembly (23).
- 2) Remove cover mounting bolt (24).

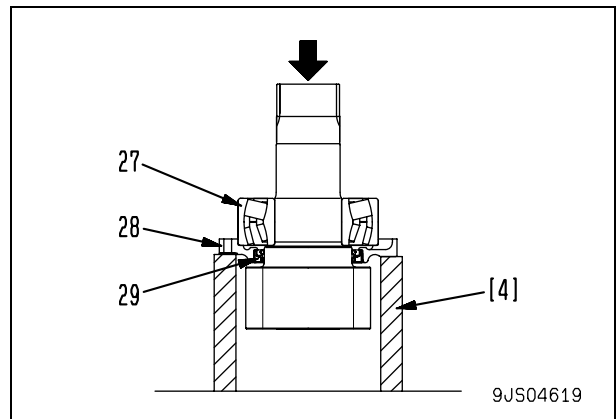
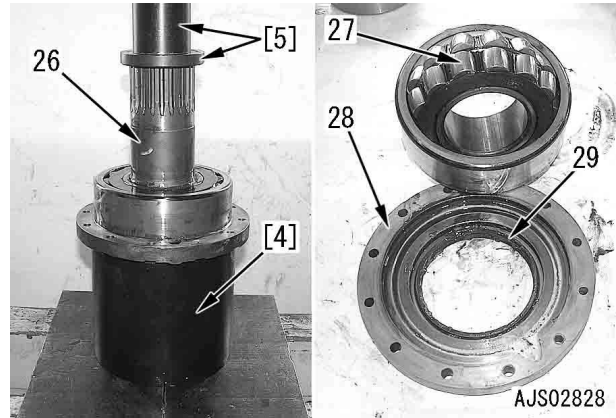


- 3) Reverse shaft and case assembly (23) again and set to the press.
- 4) Using push tool [3], remove shaft assembly (25) from shaft and case assembly (23).

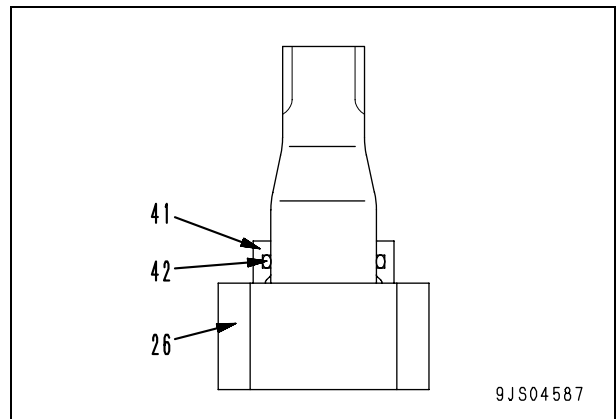


**12. Shaft assembly**

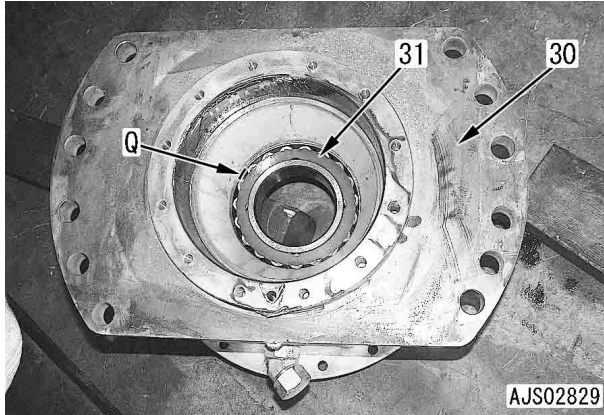
- 1) Using push tools [4], [5], remove shaft (26).
- 2) Remove bearing (27) and oil seal (29) from cover (28).



- 13. Remove spacer (41) and O-ring (42) from shaft (26).**



14. Remove bearing (31) from case (30).
- ★ Apply a suitable tool on the circumference of the outer race (thick line: Q section), strike the tool on the circumference with the hammer lightly, equally, by turns, and remove the bearing gradually.
  - ★ If the outer race is made incline, bearing becomes hard, so remove it horizontally.




**Assembly**

- ★ Wash each part finely and check if there are not a garbage, a crack, etc., and apply power train oil to the sliding portion and assemble them.
- ★ The bearing and the oil seal, which were removed, are not re-used. New ones should be used.

**1. Oil seal**

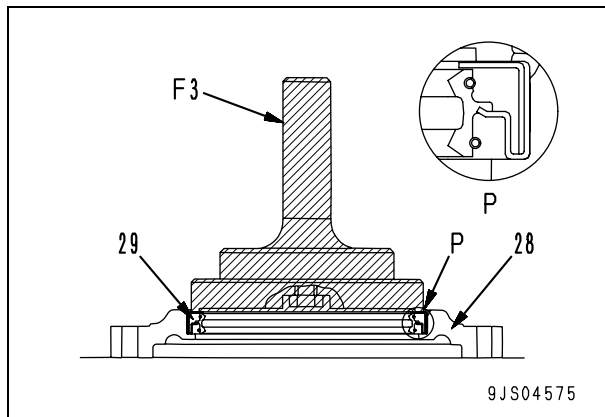
Using tool **F3**, install oil seal (29) into cover (28).

- ★ Be careful for the direction of the oil seal (up and down).

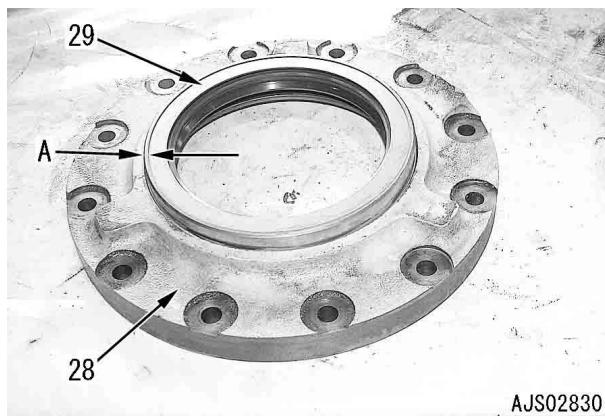
 Outside perimeter of oil seal:

**Gasket sealant (LG-6)**

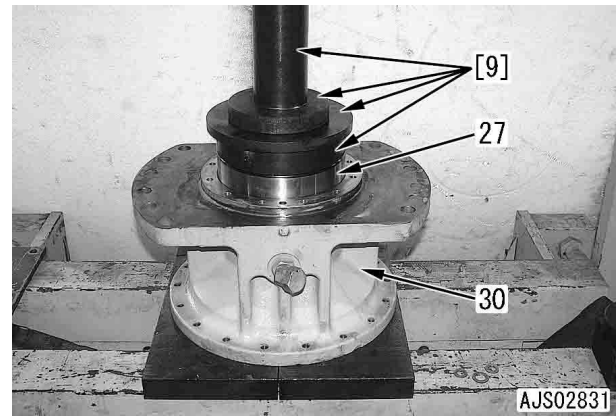
- ★ When press-fitting, take care so that gasket sealant (LG-6) will not stick to the lip surface of the oil seal.




- ★ If tool **F3** is not used, use the push tool which can push outside perimeter section (A) of oil seal (29).
- ★ Be careful not to incline oil seal (29).



2. Using push tool [9], press fit bearing (27) into case (30).
  - ★ Use the new bearing.

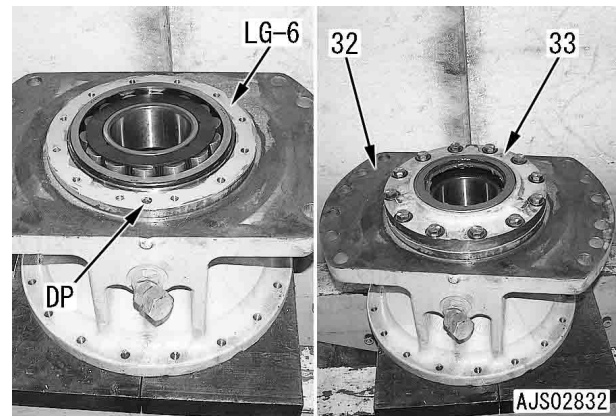


3. Install cover assembly (33) into case assembly (32).

 Cover mounting face:

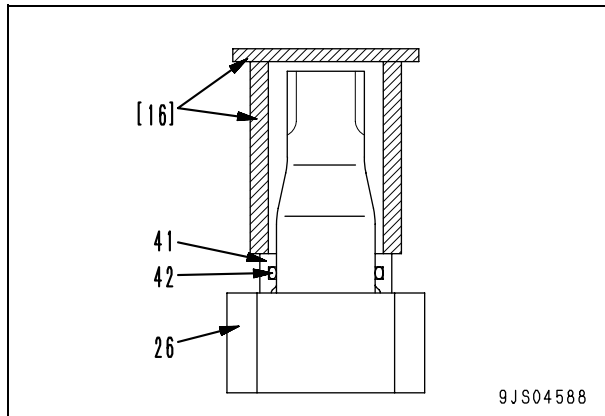
**Gasket sealant (LG-6)**

- ★ Be careful not to adhere gasket sealant (LG-6) to drain port section (DP).
- ★ Align the drain process section of cover into drain port section (DP).

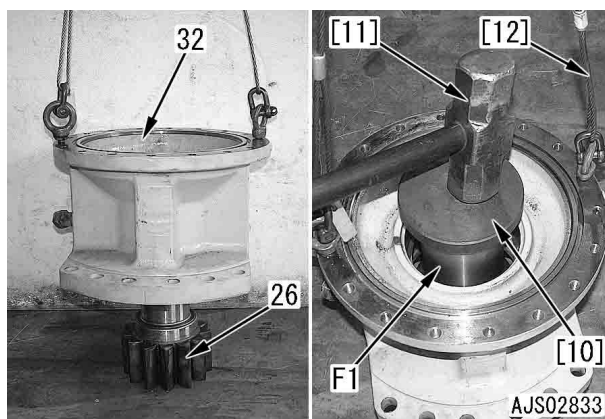


#### 4. Shaft and case assembly

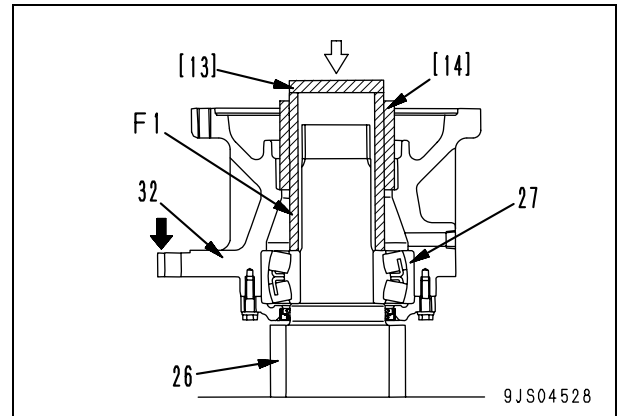
- 1) Install O-ring (42) into spacer (41).
- 2) Using push tool [16], press fit spacer (41) into shaft (26).
- ★ Be careful not to bite O-ring (42).



- 3) Set case assembly (32) into shaft (26).  
 Oil seal lip section: **Grease (G2-LI)**  
 ★ Put case assembly not to interfere the oil seal.
- 4) Using tool F1, push tool [10], and hammer [11], strike inner race section of bearing (27) not to fall down the shaft.  
 ★ Let lifting tool [12] be slacked.



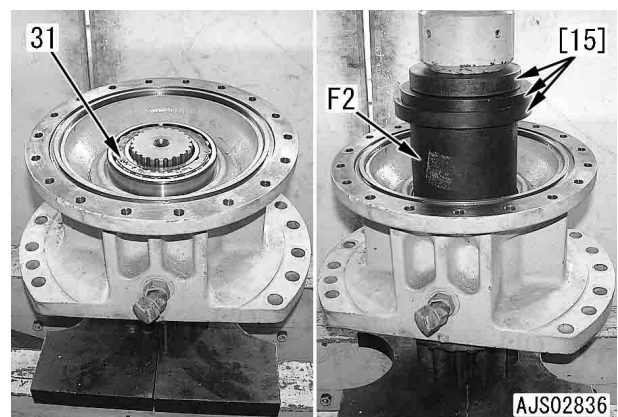
- 5) Set into the press.
- 6) Using tool F1, push tools [13], [14], press fit inner race section of bearing (27).  
 ★ Put in push tool [14] for the cases that the case assembly is inclined a lot.  
 ★ If case assembly (32) is inclined, strike the flange section lightly and corrected it.  
 ★ Just before oil seal (29) goes into shaft (B) part, case assembly (32) is leveled so that case assembly (32) may be located at the center of shaft (26), and be careful not to damage the oil seal lip part.



#### 5. Bearing

Using tool F2 and push tool [15], press fit bearing (31).

- ★ When press-fitting the bearing, press both inner and outer races of the bearing at the same time. Avoid pressing the inner race only.
- Input pin press (reference):  
 Inner side 9.4 – 26.6 kN {960 – 2,710 kg}  
 Outer side 0 – 8.9 kN {0 – 910 kg}
- ★ After the bearing is press-fitted, check that the case will turn freely.

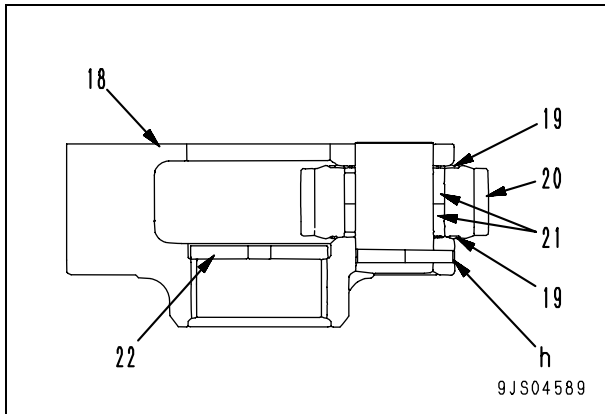


**6. No.2 carrier assembly**

1) Assemble No. 2 carrier assembly as follows.

★ Since there is a mark to be caulked in the side hole (h) of carrier (18) at the time of pin insertion, remove climax for hole inner diameter beforehand. (Refer to 5])

- 1] Incorporate plate (22) into carrier (18).
- 2] Incorporate bearing (21) and 2 pcs. of upper and lower thrust washer (19) into gear (20).
- 3] Set gear assembly into carrier (18).



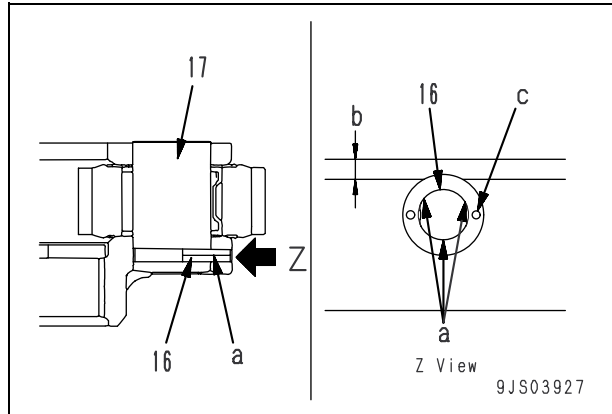
4] Strike lightly with plastic hammer, etc., align pin hole location of shaft (17) and carrier and install shaft (17).

★ Install the shaft, rotating the planetary gear. Take care so the thrust washer is not damaged.

5] Insert pin (16).

★ As inserting the pin, install not to interfere claw section (a section) which is in 3 places on circumference into carrier thin part (b section). However, actual thing may have the thin section on the other side. So make sure to confirm the actual thing and assemble not to interfere claw section of the pin into the thin part.

★ After inserting the pin, caulk 2 parts of the carrier (c) around the pin hole.

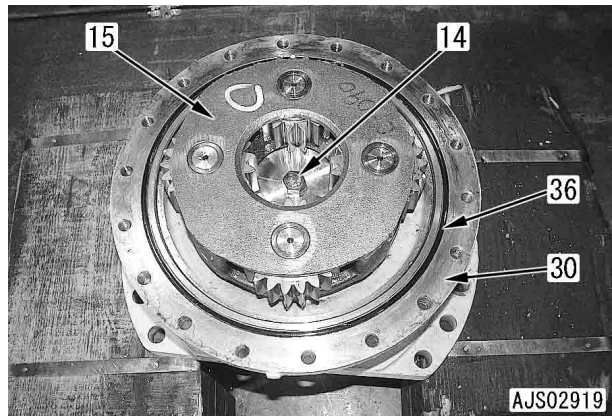


2) Install No.2 carrier assembly (15) with bolt (14).

Mounting bolt threaded section:  
**Adhesive compound (LT-2)**

Mounting bolt:  
**157 – 196 Nm {16 – 20 kgm}**

3) Install O-ring (36) into case (30).



**7. No. 2 sun gear**

Install No. 2 sun gear (12).

**8. Ring gear**

Using eyebolt (M10 x 1.5), install ring gear (13).

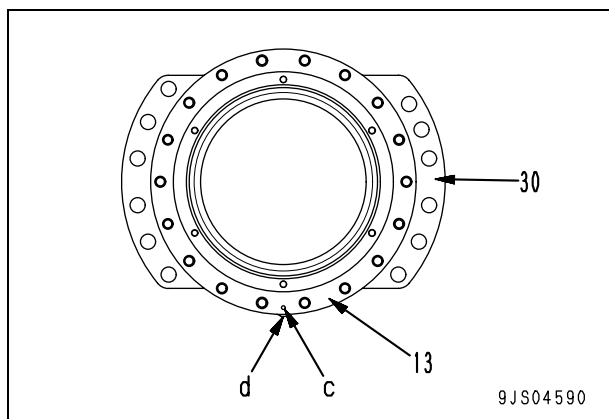
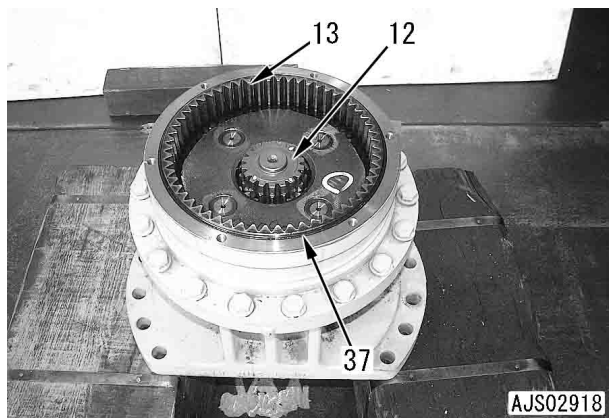
★ Degrease mating face of ring gear (13) and case (30).

★ Not to adhere gasket sealant in mating face of the ring gear and the case.

★ Align the counter mark on the ring gear (Portion c) and the convex portion on the case flange (Portion d) in the position illustrated in the following figure, and then install it.

Mounting bolts:  
**157 – 196 Nm {16 – 20 kgm}**

9. Install O-ring (37).

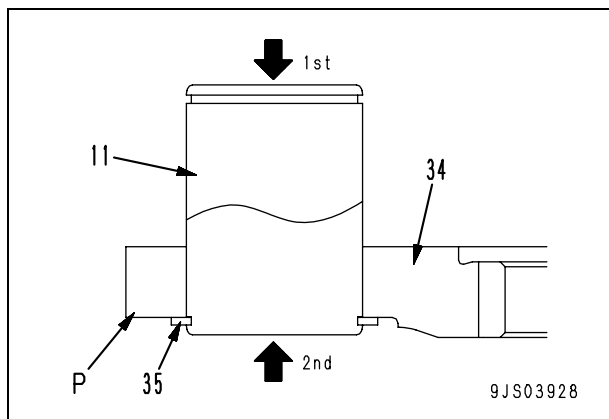


10. No.1 carrier assembly

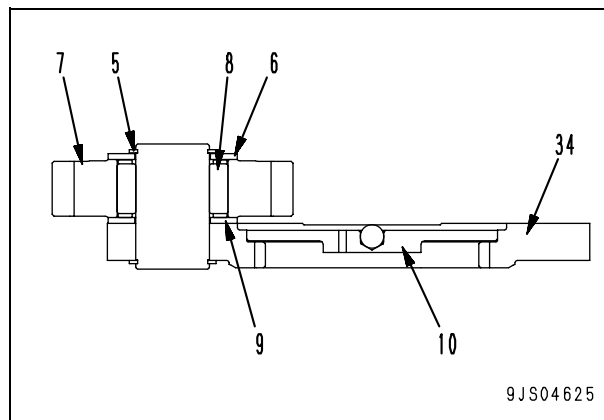
1) Assemble No. 1 carrier assembly as follows.

- 1] Press fit shaft (11) into carrier (34) in the arrow direction (1st) until the slot on the snap ring can be seen.
- 2] After installing snap ring (35), push back (to the 2nd direction) from the opposite side until the snap ring adheres to carrier (P) surface. Be careful not to push too much.

- Input pin press (reference):  
11.2 – 25.8 kN {1,140 – 2,630 kg}



- 3] Install plate (10) into carrier (34).
- 4] Install thrust washer (9), bearing (8), gear (7), thrust washer (6), snap ring (5) in order.

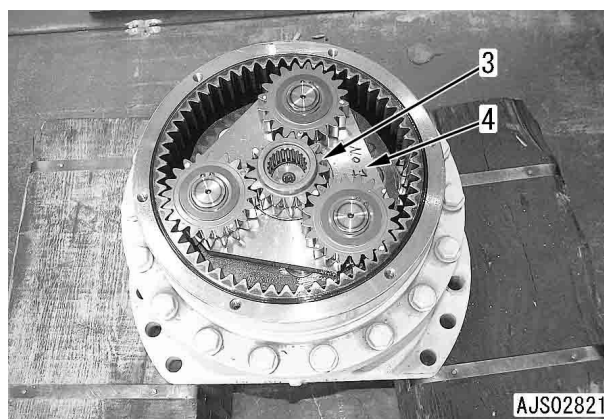


2) Install No. 1 carrier assembly (4).

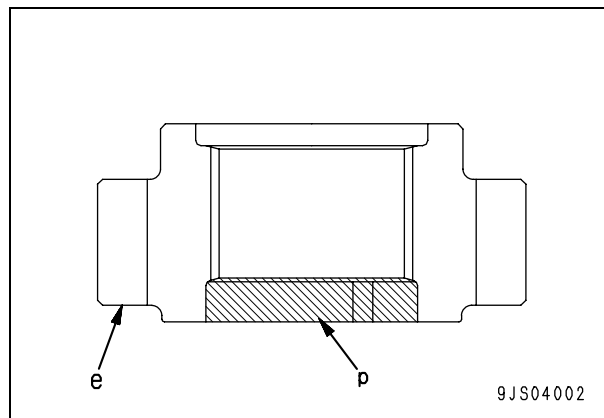
11. No.1 sun gear assembly

Install No. 1 sun gear (3).

- ★ When installing the No. 1 sun gear, be careful not to install it upside down.
- ★ Install the No. 1 sun gear with the tooth portion (Portion e) facing down.




- ★ (p): Press fit plate






**12. Swing motor assembly**

Put swing motor assembly (2) on ring gear (13).

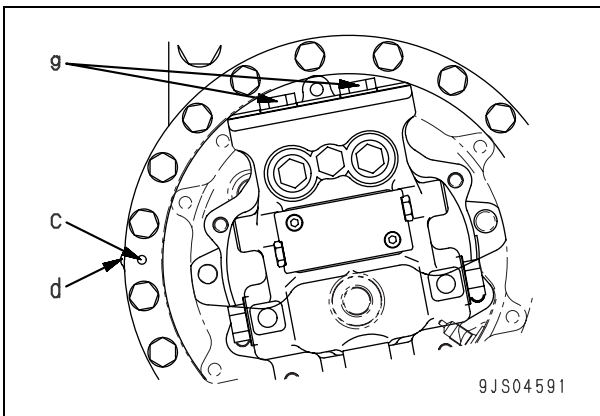
 Swing motor assembly: **70 kg**


- ★ Degrease mating face of swing motor assembly (2) and ring gear (13).
- ★ Not to adhere gasket sealant in mating face of swing motor assembly (2) and ring gear (13).

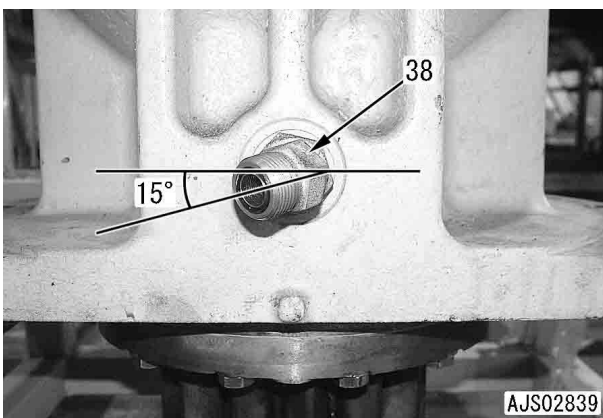
- ★ After aligning the position of swing motor assembly (2) and ring gear (13) as follows and install them.

 Mounting bolts:  
**59 – 74 Nm {6.0 – 7.5 kgm}**

- Align the relation between the positions of the motor port (**g** section) and convex portion of the case (**d** section) as mentioned in the drawing and install them.  
(**c, d**: Above-mentioned)

**13. Confirm mounting angle of elbow for drain (38) : 15° and the tightening torque.**

 Elbow mounting nut:  
**128 – 186 Nm {13.0 – 19.0 kgm}**

**14. Install the drain hose.**

- ★ As installing the hose, be careful that the drain plug to be downward.

 Drain hose:  
**128 – 186 Nm {13.0 – 19.0 kgm}**

**15. Refilling with oil**

Fill the power train oil (**TO30**) from oil filler port up to the standard level by tightening the drain plug.

 Drain plug:  
**19.6 – 24.5 Nm {2.0 – 2.5 kgm}**


 Swing machinery case: **Approx. 8 ℓ**

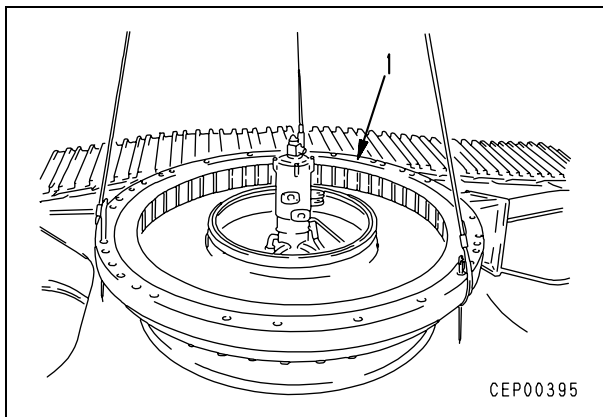


## Removal and installation of swing circle assembly

### Removal

1. Disassemble the revolving frame assembly referring to the "Removal and installation of revolving frame assembly" section in this manual.
2. Sling swing circle assembly (1) at 3 points and remove the mounting bolt to remove the assembly. [\*1]

 Swing circle assembly: **270 kg**




### Installation

- Installation is done in the reverse order of removal.

[\*1]



- ★ Let the soft zone position (S) mark of an inner race: (a) and the soft zone position (S) mark of an outer race: (b) to be right side of the body as mentioned below and install it to the track frame.

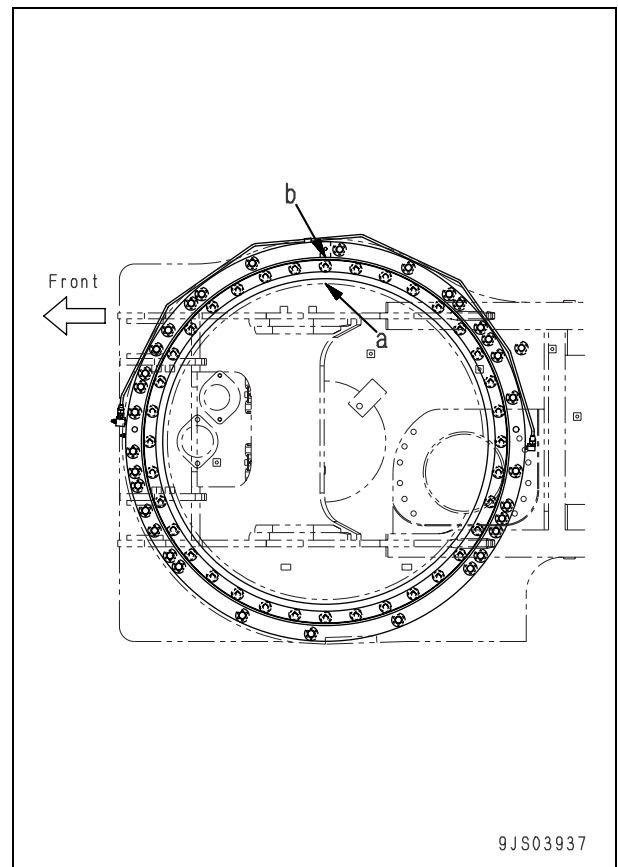
 Amount of filled grease:

**Grease (G2-LI) 14.6 l**

 Swing circle mounting bolt threaded portion:

**Adhesive compound (LT-2)**

- In case of torque tightening:
  -  Swing circle mounting bolt: **588 – 677 Nm {60 – 69 kgm}**
- In case of angle tightening:
  -  Swing circle mounting bolt:
    - 1) Initial torque: **191.3 ± 19.6 Nm {19.5 ± 2 kgm}**
    - 2) After that, rotate the bolt  $48 \pm 5^\circ$



PC290LC, 290NLC-8 Hydraulic excavator

Form No. UEN00028-00

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# HYDRAULIC EXCAVATOR

## PC290LC-8 PC290NLC-8

### Machine model      Serial number

PC290LC-8	K50001 and up
PC290NLC-8	K50001 and up

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## 50 Disassembly and assembly Undercarriage and frame

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Undercarriage and frame .....	2
Disassembly and assembly of carrier roller assembly .....	2
Disassembly and assembly of track roller assembly .....	3
Disassembly and assembly of idler assembly .....	4
Disassembly and assembly of recoil spring assembly .....	7
Removal and installation of sprocket .....	9
Expansion and installation of track shoe assembly .....	10
Removal and installation of revolving frame assembly .....	12
Removal and installation of counterweight assembly .....	14

## Undercarriage and frame

### Disassembly and assembly of carrier roller assembly

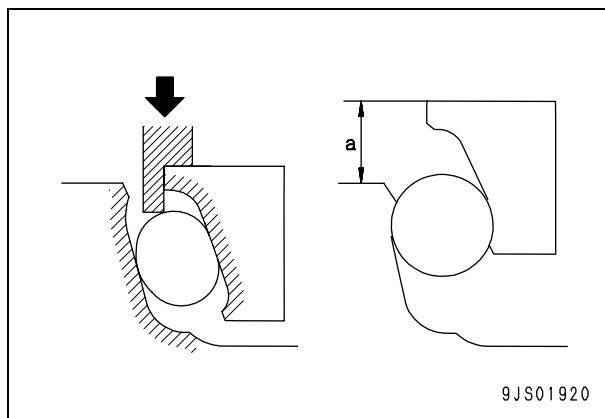
- ★ This section deals only with precautions to be followed when reassembling the carrier roller assembly.

#### Special tools

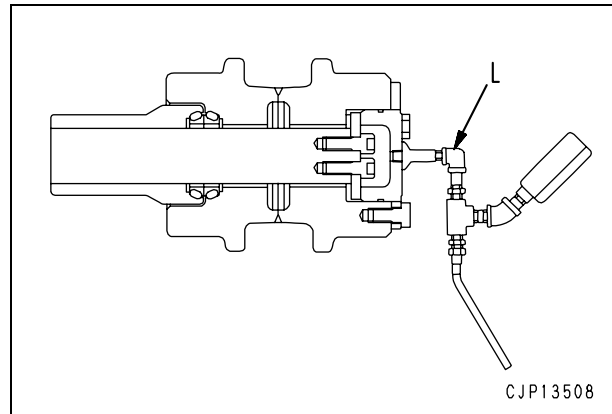
Symbol	Part number	Part name	Necessity	Q'ty	N/R	Sketch
L	791-430-3230	Installer	■	1		
	791-601-1000	Oil pump	■	1		

#### Assembly

- Floating seal
  - ★ Before installing a floating seal, completely degrease both contact surfaces of the O-ring and the floating seal (hatched area in the illustration). Furthermore, take care so that no dust or dirt sticks to the contact surface of the floating seal.
  - ★ Be sure to use the installer to insert the floating seal.
  - ★ After inserting the floating seal, check that the inclination of the seal is less than 1 mm and that protrusion (a) of the seal remains within the range of 5 – 7 mm.

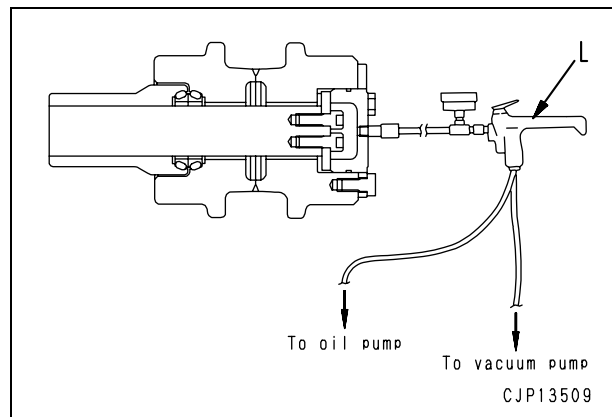


- Carrier roller
  - ★ Check the amount of air leakage from the seal with tool L by applying the standard pressure to the oil filler port.
  - ★ Check that the gauge needle does not go down, when the below standard pressure is applied for 10 seconds.  
Standard pressure: **0.1 MPa {1 kg/cm<sup>2</sup>}**



- ★ Fill the carrier roller assembly with oil, using tool L, and screw in the plug.

Carrier roller: **145 – 155 cc (EO30)**



### Disassembly and assembly of track roller assembly

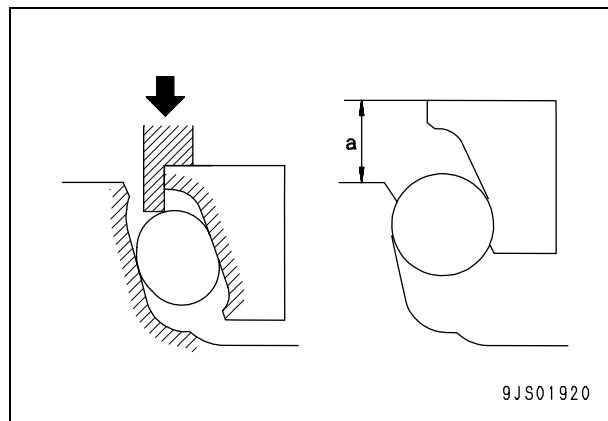
★ This section deals only with precautions to be followed when reassembling the track roller assembly.

#### Special tools

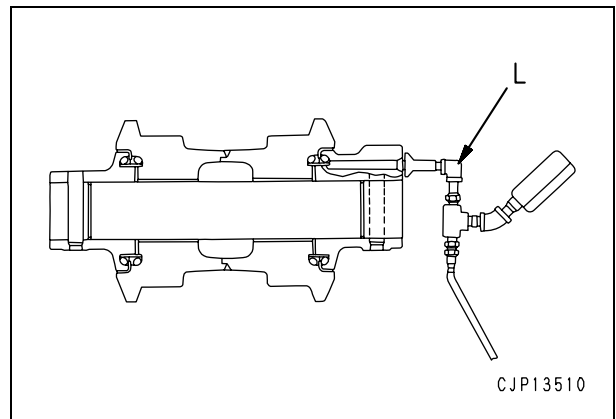
Symbol	Part number	Part name	Necessity	Q'ty	N/R	Sketch
L	796-670-1010	Installer	■	1		
	791-601-1000	Oil pump	■	1		

#### Assembly

- Floating seal
  - ★ Before installing a floating seal, completely degrease both contact surfaces of the O-ring and the floating seal (hatched area in the illustration). Furthermore, take care so that no dust or dirt sticks to the contact surface of the floating seal.
  - ★ Be sure to use the installer to insert the floating seal.
  - ★ After inserting the floating seal, check that inclination of the seal is less than 1 mm and that protrusion (a) of the seal remains within the range of 7 – 11 mm.



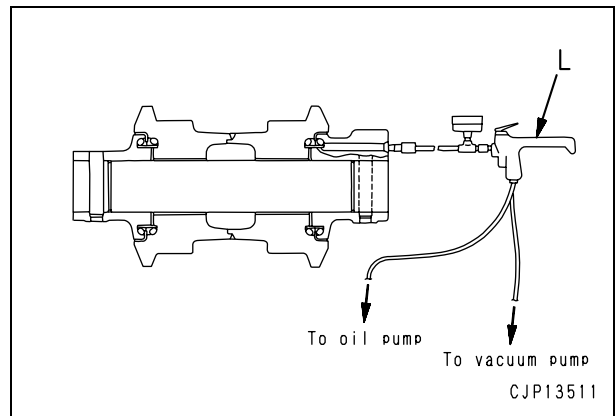
- Track roller cover mounting bolt.
  - ☞ Track roller cover mounting bolt: **44.12 – 53.93 Nm {4.5 – 5.5 kgm}**
- Track roller
  - ★ Using tool L, apply the specified air pressure to the oil filler port to check air leakage from the seal.
  - ★ Keep applying the following specified air pressure for 10 seconds to check that the gauge needle does not go down. Specified air pressure: **0.1 MPa {1 kg/cm<sup>2</sup>}**



- ★ Fill the track roller assembly with hydraulic oil. Use tool L and screw in the plug.

☞ Track roller: **250 – 280 cc (EO30)**

☞ Plug: **10 – 20 Nm {1 – 2 kgm}**

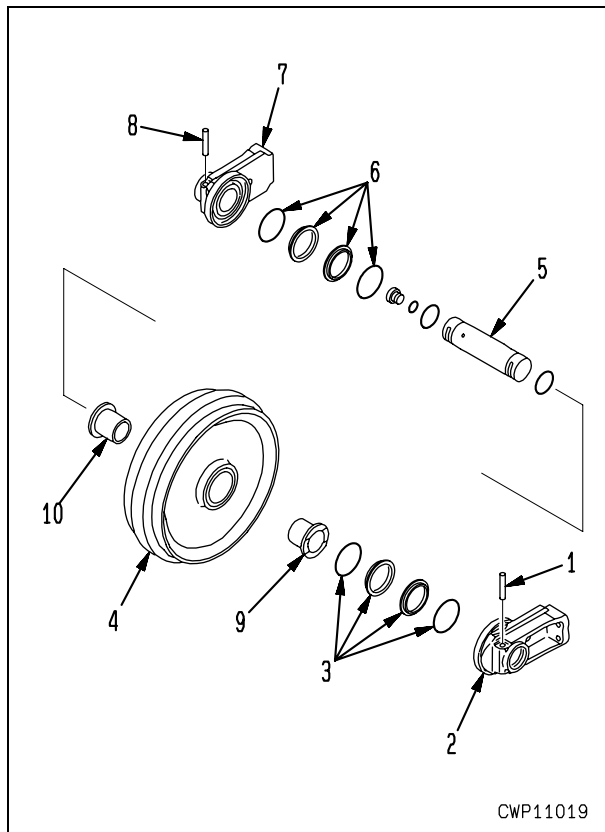


## Disassembly and assembly of idler assembly

### Special tools

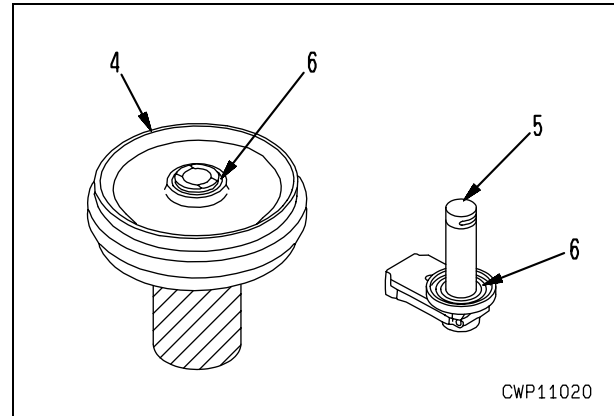
Symbol	Part number	Part name	Necessity	Q'ty	N/R	Sketch
L	796-570-1020	Installer	■	1		
	791-601-1000	Oil pump	■	1		

### Disassembly

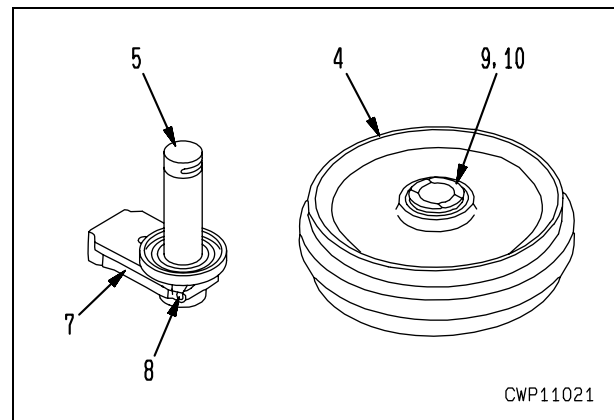


1. Remove dowel pin (1) and then support (2).
2. Remove floating seal (3) from support (2) and idler (4).

3. Detach idler (4) from shaft (5) and support (7) assembly.
  - ★ The idler contains  $230 \pm 10$  cc of oil. Drain the oil at this stage of disassembly. Take care and spread a cloth on the floor to prevent smearing the floor with flushing oil.
4. Remove floating seal (6) on the opposite side of idler (4), shaft (5) and support (7) assembly.

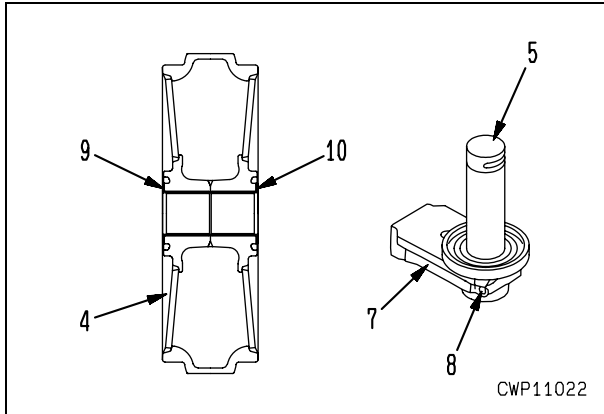


5. Remove dowel pin (8) to remove support (7) from shaft (5).
6. Remove bushings (9) and (10) from idler (4).

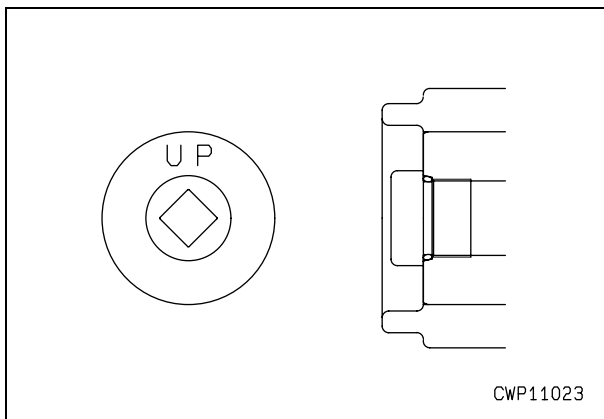


**Assembly**

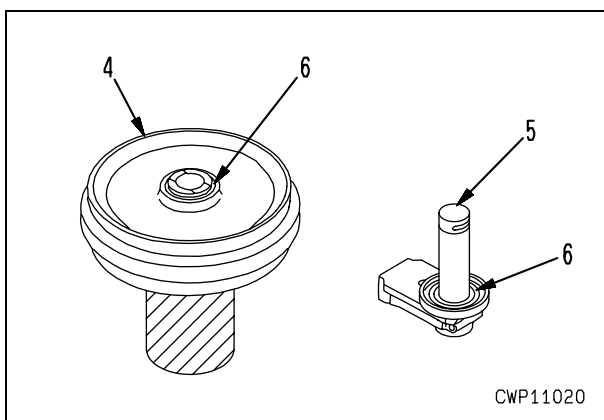
1. Press fit bushings (9) and (10) to idler (4).
2. Fit O-ring and install support (7) to shaft (5) with dowel pin (8).



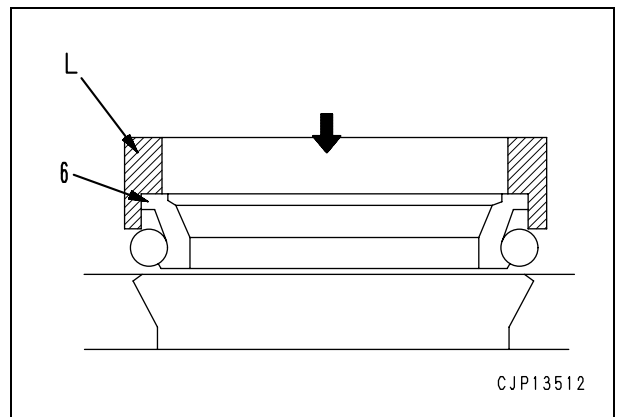
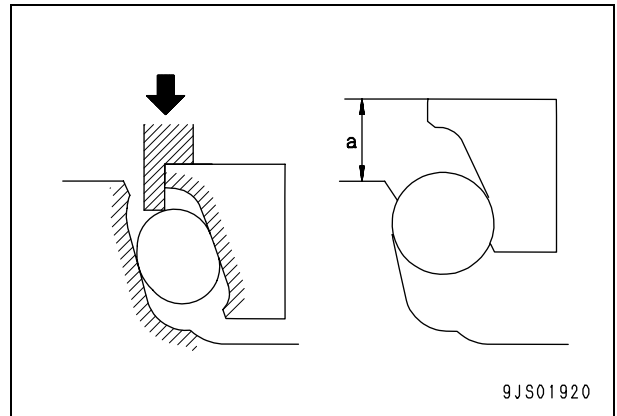
★ Install the shaft with UP mark facing upward.



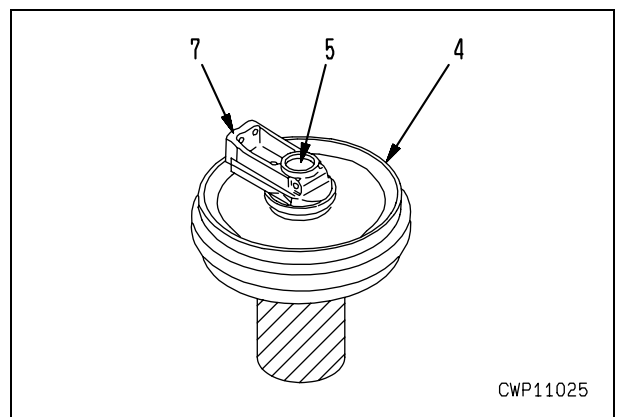
3. Using tool L, install floating seal (6) to idler (4), shaft (5) and support (7) assembly.



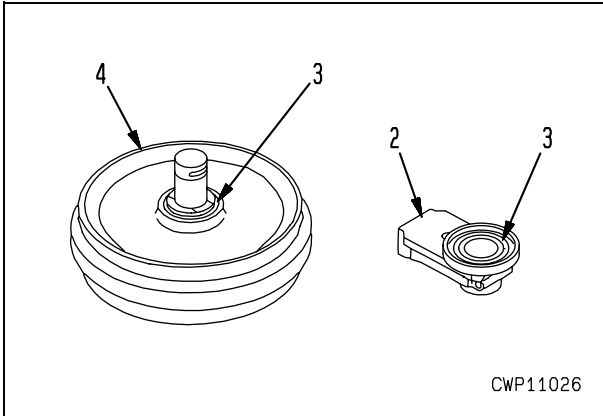
- ★ Before installing the floating seal, completely degrease both contact surfaces of the O-ring and the floating seal (hatched area in the illustration). Furthermore, take care so that no dust or dirt sticks to the contact surface of the floating seal.
- ★ After inserting the floating seal, check that inclination of the seal is less than 1 mm and that protrusion (a) of the seal remains within the range of 5 – 7 mm.



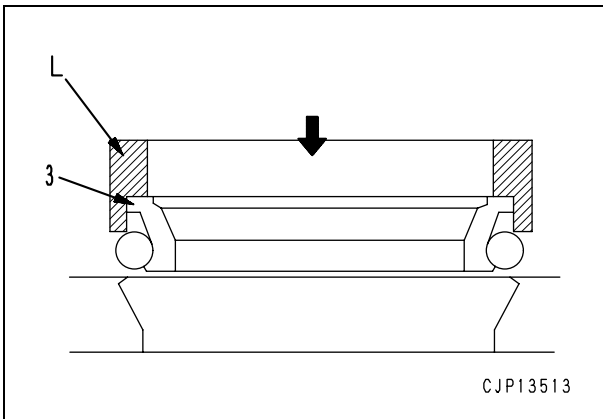
4. Assemble shaft (5) and support (7) assembly to idler (4).



- Using tool L, install floating seal (3) to idler (4) and support (2).





- ★ Coat the sliding surface of the floating seal with oil, and be careful not to let any dirt or dust get stuck to it.
- ★ Remove all grease and oil from the contact surface of the O-ring and the floating seal.

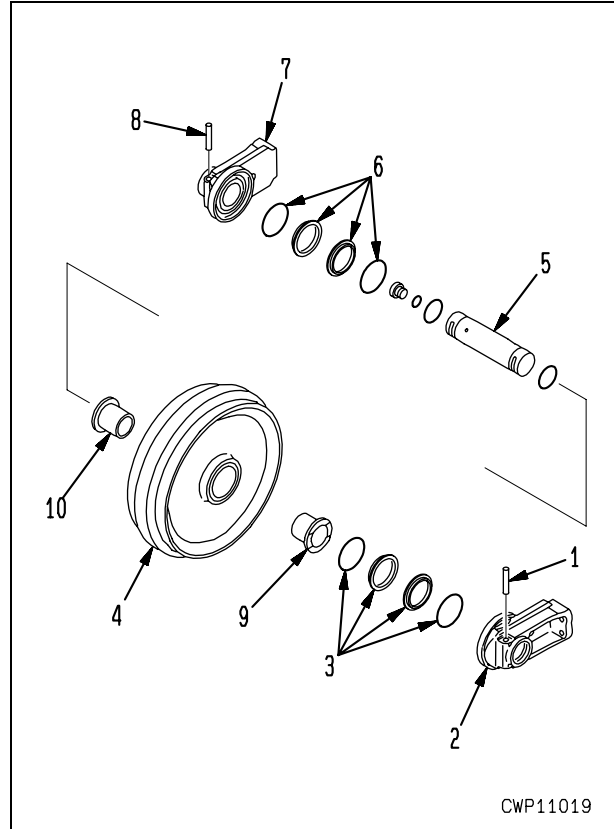


- Install O-ring, then install support (2) with dowel pin (1).
  - ★ After inserting the pin, caulk the support pin.

- Add oil and tighten plug.

 Oil: **Approx. 230 ± 10 cc (EO30)**

 Plug: **130 – 180 Nm {13 – 18 kgm}**



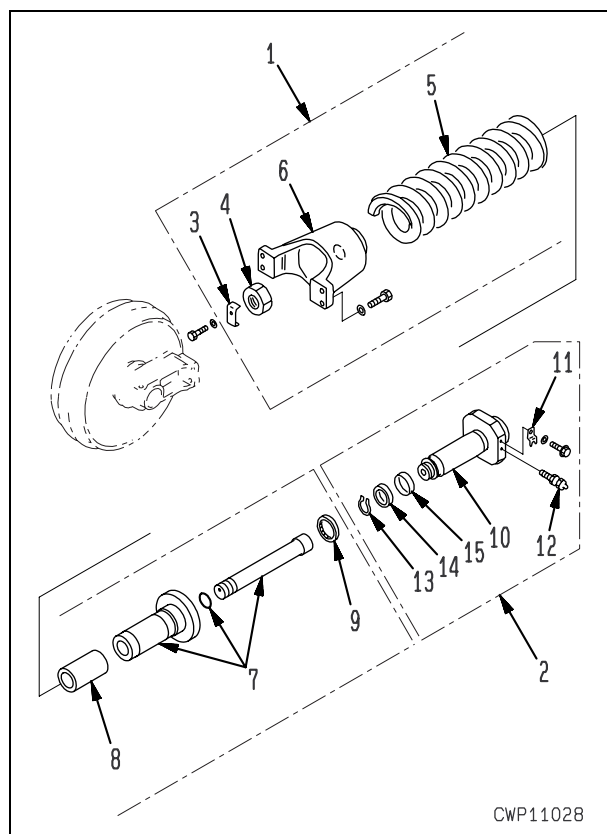


## Disassembly and assembly of recoil spring assembly

### Special tools

Symbol	Part number	Part name	Necessity	Q'ty	N/R	Sketch
1	791-685-8006	Compressor	■	1		
	791-635-3160	Extension	■	1		
	790-101-1600	Cylinder 686 kN {70 T}	■	1		
	790-101-1102	Pump	■	1		
2	790-201-1500	Push tool kit	■	1		
	• 790-201-1620	• Plate		1		
	• 790-101-5021	• Grip		1		
	• 01010-50816	• Bolt		1		

### Disassembly



1. Remove piston assembly (2) from recoil spring assembly (1).

### 2. Disassembly of recoil spring assembly

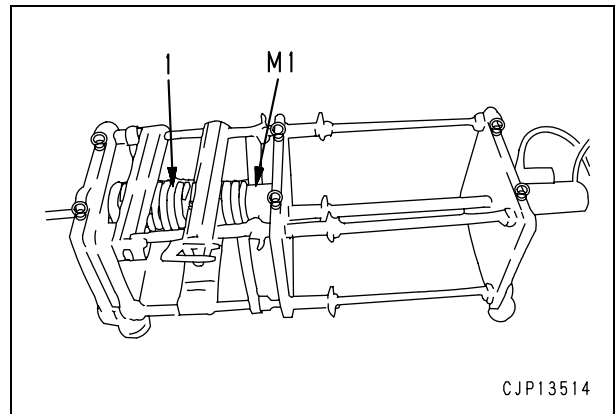
1) Set tool **M1** to recoil spring assembly (1).

**⚠ The recoil spring is under large installed load, so be very sure to set the tool properly.**

**Failure to do this is dangerous.**

★ Installed load of spring:

**208.6 kN {21,280 kg}**



2) Apply hydraulic pressure slowly to compress the spring. Remove lock plate (3). Then remove nut (4).

★ Compress the spring to a point where the nut becomes loose.

★ Release the hydraulic pressure slowly to decompress the spring.

★ Free length of spring: 814 mm

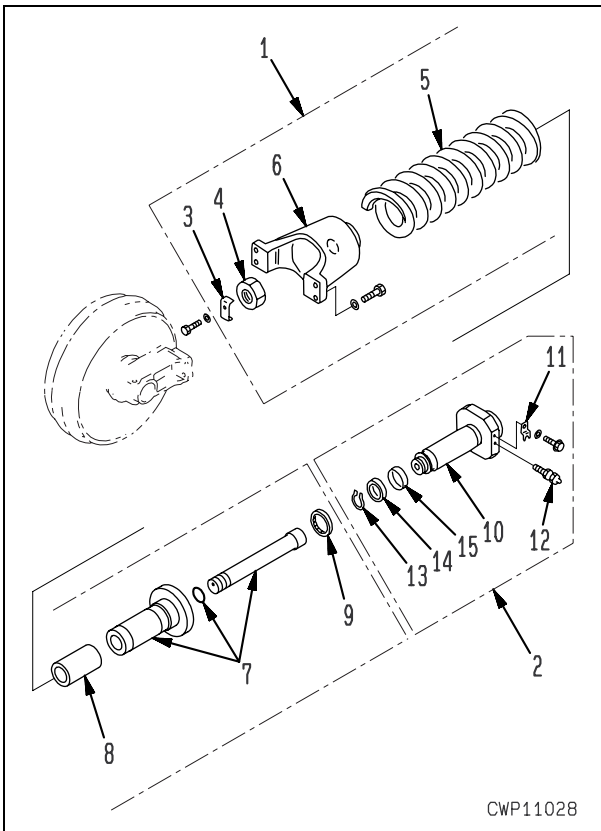
3) Remove yoke (6), cylinder (7), collar (8), and dust seal (9) from spring (5).

### 3. Disassembly of piston assembly

1) Remove lock plate (11) from piston (10), then remove valve (12).

2) Remove snap ring (13), then remove U-packing (14) and ring (15).

**Assembly**



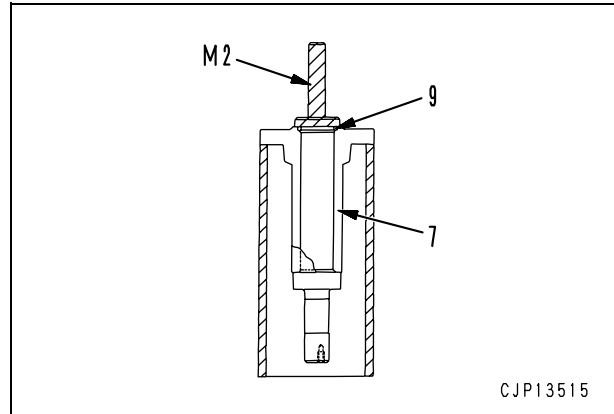
CWP11028

**1. Assembly of piston assembly**

- 1) Assemble ring (15) and U-packing (14) to piston (10) and secure with snap ring (13).
- 2) Tighten valve (12) temporarily, and secure with lock plate (11).

**2. Assembly of recoil spring assembly**

- 1) Using tool **M2**, install dust seal (9) to cylinder (7).

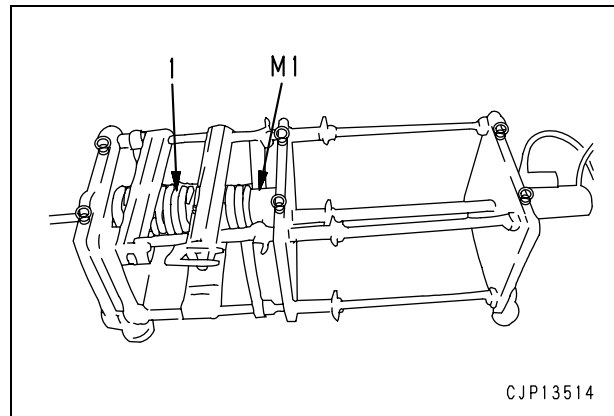


CJP13515

- 2) Assemble cylinder (7), collar (8), and yoke (6) to spring (5), and place in tool **M1**.

Sliding portion of cylinder:

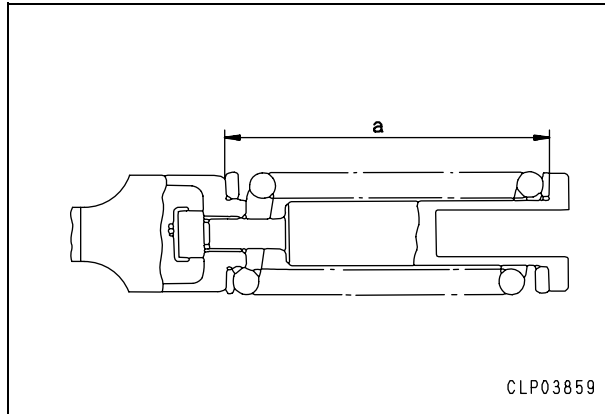
**Grease (G2-LI)**



CJP13514

- 3) Apply hydraulic pressure slowly to compress the spring and tighten nut (4) so that the installed length of the spring is dimension (a), then secure it with lock plate (3).


★ Installed length (a) of spring: **655 mm**



- 4) Remove recoil spring assembly (1) from tool M1.
3. Assemble piston assembly (2) to recoil spring assembly (1).

 Sliding portion of piston:

**Grease (G2-LI)**

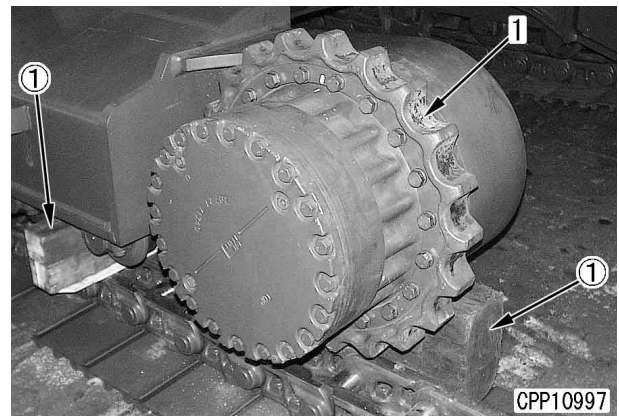
 Wear ring: **Grease (G2-LI)**

- ★ Install the piston assembly so the valve installing position is on the outside.
- ★ Fill the inside of the cylinder with 180 cc of grease (G2-LI), then bleed the air and check that grease comes out of the grease hole.

## Removal and installation of sprocket

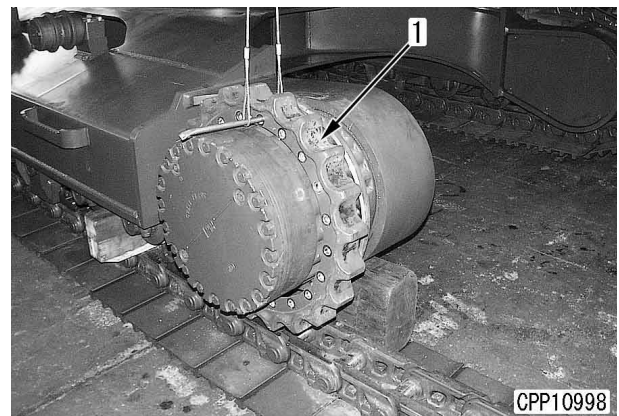
### Removal

1. Remove track shoe assembly. For details, see "Expansion and installation of track shoe assembly."
2. Swing work equipment 90°, push up chassis with work equipment and place block [1] between track frame and track shoe.



3. Remove mounting bolts and lift off sprocket (1). [\*1]

 Sprocket: **65 kg**




### Installation

- Install in reverse order of removal.

[\*1]

 Thread of sprocket mounting bolt:

**Adhesive compound (LT-2)**

 Sprocket mounting bolt:

**640 – 785 Nm {65 – 80 kgm}**

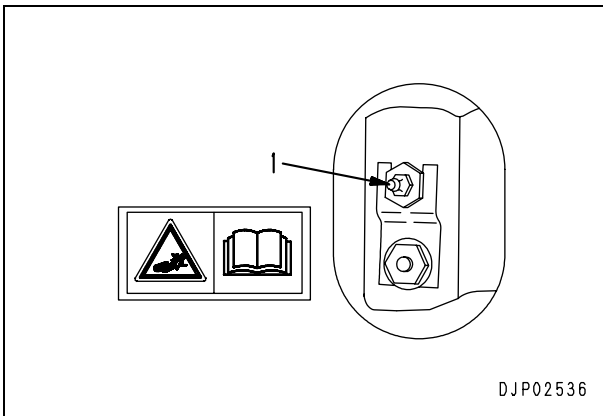
## Expansion and installation of track shoe assembly

### Special tools

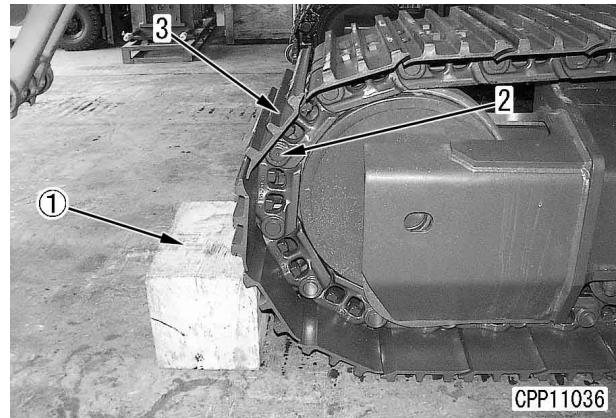
Symbol	Part number	Part name	Necessity	Q'ty	N/R	Sketch
R 1	791-630-3000	Remover & installer	■	1		
	790-101-1300	Cylinder (980 kN {100 t})	■	1		
	790-101-1102	Pump	■	1		
2	790-331-1110	Wrench	■	1		

### Expansion

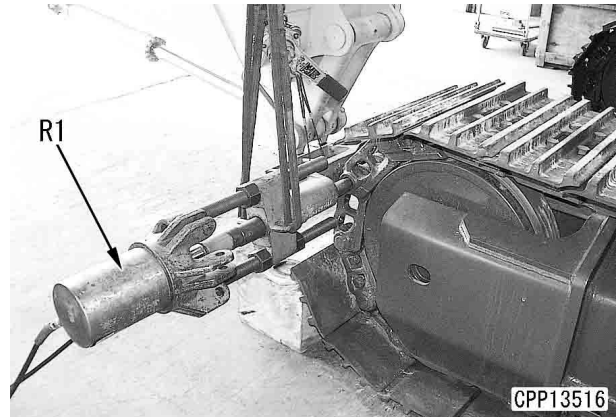
- Set master pin at the position for expanding.
  - ★ Start the engine and bring the master pin in front of the idler.
  - ★ Put block [1] under the track shoe in front of the idler.
- Lower the work equipment, then loosen lubricator (1), and relieve track tension. [\*1]
  - ⚠ **The adjustment cylinder is under extremely high pressure. Never loosen the lubricator more than 1 turn. If the grease does not come out, move the machine backwards and forwards.**



- Disassemble track shoe (3) above master pin (2). [\*2]



- Using tool R1, pull out master pin (2). [\*3]



- Travel machine backward to expand track shoe.

## Installation


- Install in reverse order of expansion.

[\*1]

- ★ Refer to the "Checking and adjusting track shoe tension" section in the Testing and adjusting chapter of this manual.


[\*2]

- ★ Using tool **R2**, tighten the bolt by angle tightening method.

 Mounting bolt:

**Anti-seizure compound**

(equivalent to "Maruzen molymax No. 2")

 Mounting bolt:

1st time:  **$393 \pm 39 \text{ Nm}$  { $40 \pm 4 \text{ kgm}$ }**

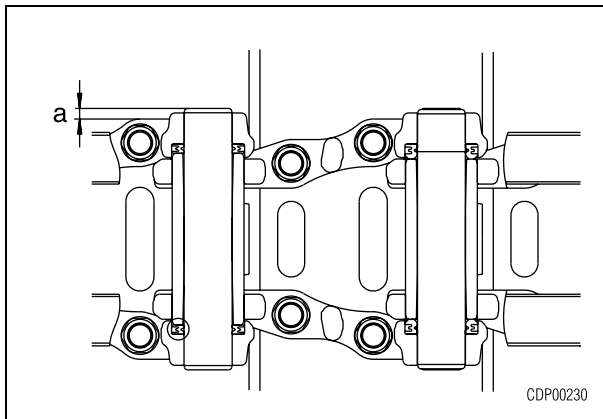
2nd time:  **$120 \pm 10^\circ$  (Angle tightening)**

[\*3]

- ★ Press-fit the master pin with a proper tool until dimension (a), master pin protrusion amount, is obtained.

Master pin protrusion amount (a):

**$4.2 \pm 2 \text{ mm}$**

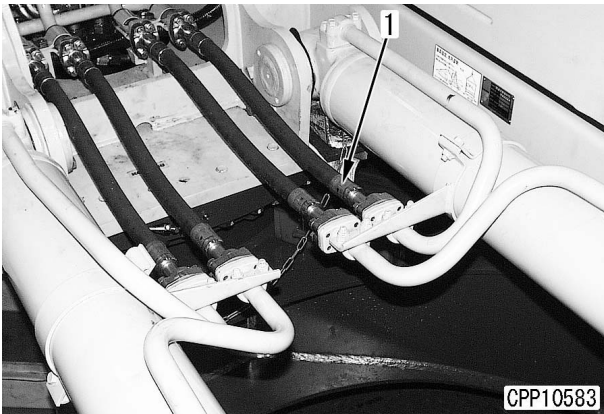


## Removal and installation of revolving frame assembly


### Removal

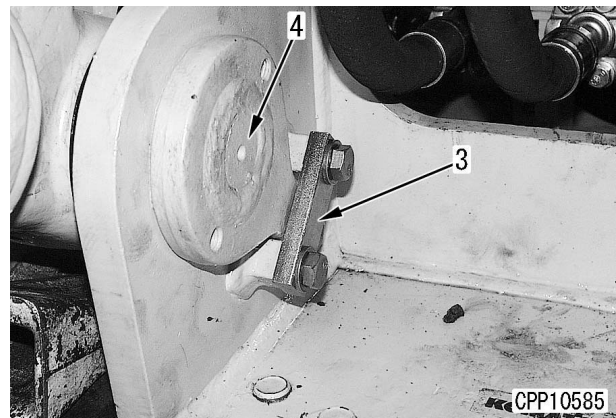
**⚠** Safely lower the work equipment to the ground by extending the arm and the bucket completely. Set the lock lever in the lock position.

1. Remove the work equipment assembly, referring to the "Removal and installation of work equipment assembly" section in this manual.
2. Remove the counterweight assembly, referring to the "Removal and installation of counterweight assembly" section in this manual.
3. Disconnect 4 boom cylinder hoses (1).
  - ★ Plug the hose to stop oil flow-out.



4. Sling boom cylinder assembly (2).
5. Remove plate (3) and pin (4), and then lift boom cylinder assembly (2) to remove.
  - ★ Remove the boom cylinder assembly on the opposite side in the same manner.

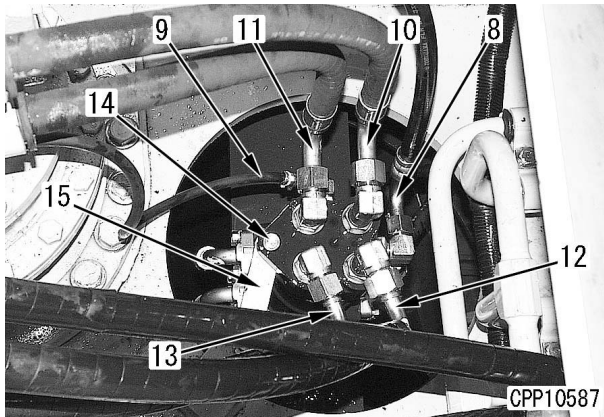
 Boom cylinder assembly: **230 kg**




6. Remove fuel filter and bracket assembly (5).
  - ★ Fix it temporarily on the engine.
  - ★ When other parts can interfere with the lifting hook in removal of the revolving frame, such parts must be removed beforehand.

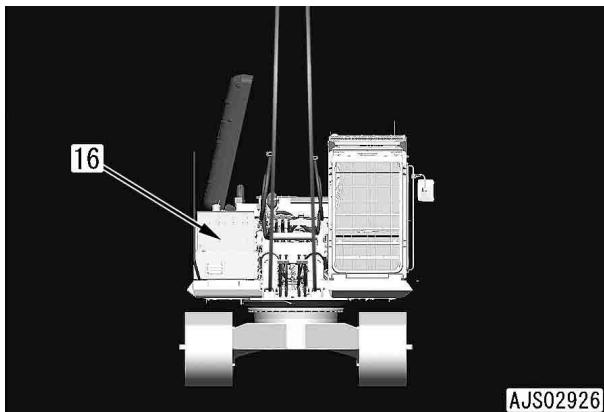


7. From center swivel joint assembly, disconnect 6 hoses (8) – (13).
  - (8): Center swivel joint (D port) – Swing motor (T port)
  - (9): Center swivel joint (E port) – Solenoid valve
  - (10): Center swivel joint (B port) – L.H. travel control valve (A2 port)
  - (11): Center swivel joint (D port) – R.H. travel control valve (B5 port)
  - (12): Center swivel joint (A port) – L.H. travel control valve (B2 port)
  - (13): Center swivel joint (C port) – R.H. travel control valve (A5 port)
8. Pull out pin (14) on the center swivel joint, and detach jam plate (15) from the center swivel joint.



9. Remove 32 mounting bolts, and dismount revolving frame assembly (16) off slinging it up.
  - [\*1]
  - ★ Using levers and blocks, hold the balance of revolving frame assembly front and rear, and left and right.
  - ⚠ **When dismantling the revolving frame assembly, take care so that it does not hit the center swivel joint assembly.**



 Revolving frame assembly: **5,500 kg**





### Installation

- Installation is done in the reverse order of removal.

[\*1]

-  Swing circle mating surface:  
**Gasket sealant (LG-1)**
-  Thread of revolving frame mounting bolts:  
**Adhesive compound (LT-2)**

- In case of torque tightening:
  -  Mounting bolts:  
**716 – 814 Nm {73 – 83 kgm}**
- In case of angle tightening:
  -  Mounting bolts:
    - 1) Initial torque:  
**294.2 ± 29.4 Nm {30 ± 3 kgm}**
    - 2) Then tighten the bolts turning by  $60 \pm 6^\circ$ .

- **Refilling with oil (Hydraulic tank)**  
Refill hydraulic oil through the oil filler port to the specified level. Let the oil circulate in the hydraulic system by starting the engine. Then check the oil level again.
- **Air bleeding**  
Bleed air from the travel motor referencing the "Bleeding air from each part" section in the Testing and adjusting chapter of this manual.


## Removal and installation of counterweight assembly

### Removal

1. Remove mirror (1).
2. Sling counterweight assembly (2) temporarily.



3. Remove 4 mounting bolts (3). [<sup>\*</sup>1]  
 ★ Record the locations where the shims were used.
4. Sling and take counterweight assembly (2) off. [<sup>\*</sup>2]  
 ★ Be careful not to bump it against the engine or radiator or cooler assembly.

 Counterweight assembly: **5,050 kg**



### Installation

- Installation is done in the reverse order of removal.

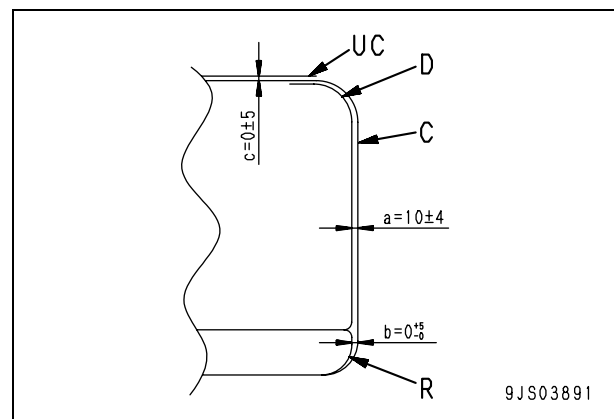
[<sup>\*</sup>1]

 Mounting bolt threaded section:  
**Adhesive compound (LT-2)**

 Mounting bolts:  
**1,180 – 1,470 Nm {120 – 150 kgm}**

[<sup>\*</sup>2]

- ★ Installing and adjusting counterweight
  - 1) Using shims, adjust the differences in level or gaps between the counterweight and the exterior of body work.  
 ★ Shims: 20Y-46-11410
  - 2) Fix the counterweight so that the clearances in the direction of front and rear are even and within the limit of  $10 \pm 5$  mm for both from the doors and from the revolving frame.
  - 3) The difference in level in left to right direction between the exterior of the door (D) and the counterweight (C)  
 (a):  $10 \pm 4$  mm  
 The difference in level in left to right direction between the revolving frame (R) and the counterweight (C)  
 (b): 5 mm or less  
 The difference in level in up and down direction between the exterior upper cover (UC) and the counterweight (C)  
 (c):  $0 \pm 5$  mm  
 are the respective limits for the mounting adjustment.  
 ★ Rear view (Enlarged drawing for right hand side)







PC290LC, 290NLC-8 Hydraulic excavator

Form No. UEN00029-00

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# HYDRAULIC EXCAVATOR

## PC290LC-8 PC290NLC-8

### Machine model      Serial number

PC290LC-8	K50001 and up
PC290NLC-8	K50001 and up

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## 50 Disassembly and assembly

### Hydraulic system

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Hydraulic system.....	2
Removal and installation of center swivel joint assembly .....	2
Disassembly and assembly of center swivel joint assembly .....	4
Removal and installation of hydraulic tank assembly.....	5
Removal and installation of control valve assembly.....	8
Disassembly and assembly of control valve assembly .....	13
Removal and installation of hydraulic pump assembly .....	17
Removal and installation of oil seal in hydraulic pump input shaft .....	21
Disassembly and assembly of work equipment PPC valve assembly .....	22
Disassembly and assembly of travel PPC valve assembly .....	23
Disassembly and assembly of hydraulic cylinder assembly.....	24
Disassembly and Assembly of Quick Coupler Valve.....	30

## Hydraulic system

### Removal and installation of center swivel joint assembly

#### Removal

**▲ Lower the work equipment to the ground completely, after the engine is stopped, loosen the hydraulic tank cap gradually to reduce the pressure inside, and set the lock lever in the lock position.**

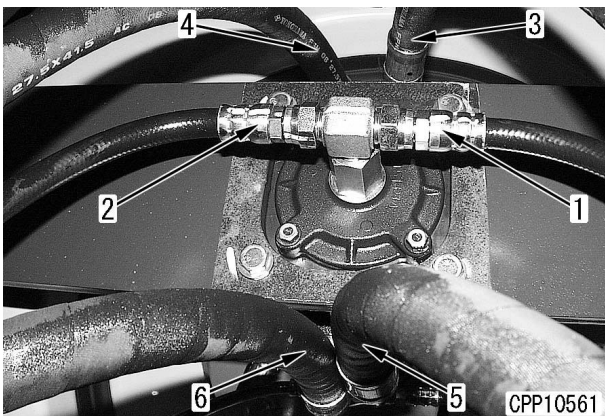
★ Attach an identification tag to each piping to avoid a mistake in the position of installation later.

1. Swing to right 45°. (For hydraulic tank oil drain)
  - ★ For the way not to drain the hydraulic tank oil by using oil stopper, see "Removal and installation of hydraulic pump assembly".

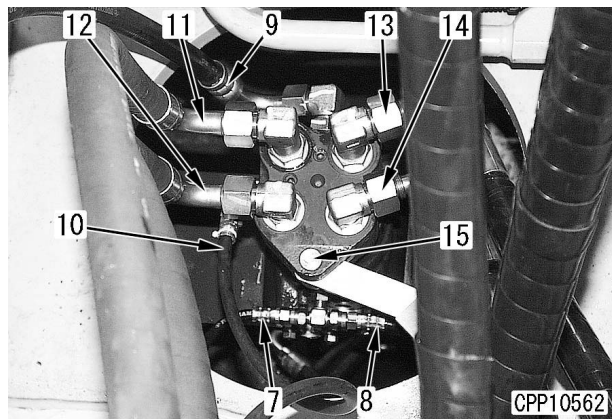
2. Drain hydraulic tank oil.

 Hydraulic tank: **Approx. 244 ℓ**

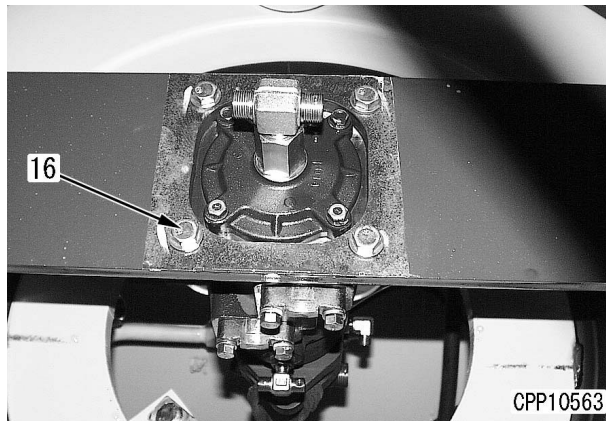
3. Disconnect 6 center swivel joint hoses (1) through (6) from the travel motor.
  - (1): Center swivel joint (T port) – L.H. travel motor (T port)
  - (2): Center swivel joint (T port) – R.H. travel motor (T port)
  - (3): Center swivel joint (B port) – L.H. travel motor (PA port)
  - (4): Center swivel joint (D port) – R.H. travel motor (PB port)
  - (5): Center swivel joint (A port) – L.H. travel motor (PB port)
  - (6): Center swivel joint (C port) – R.H. travel motor (PA port)



4. Disconnect 8 hoses (7) through (14).
  - (7): Center swivel joint (E port) – L.H. travel motor (P port)
  - (8): Center swivel joint (E port) – R.H. travel motor (P port)
  - (9): Center swivel joint (D port) – Swing motor (T port)
  - (10): Center swivel joint (E port) – Solenoid valve
  - (11): Center swivel joint (B port) – L.H. travel control valve (A2 port)
  - (12): Center swivel joint (D port) – R.H. travel control valve (B5 port)
  - (13): Center swivel joint (A port) – L.H. travel control valve (B2 port)
  - (14): Center swivel joint (C port) – R.H. travel control valve (A5 port)
5. Pull out pin (15) on the center swivel joint side, and remove the jam plate from center swivel joint.



6. Remove 4 mounting bolts (16).



7. Lift off center swivel joint assembly (17) to remove. [\*1]

 Center swivel joint assembly: **40 kg**



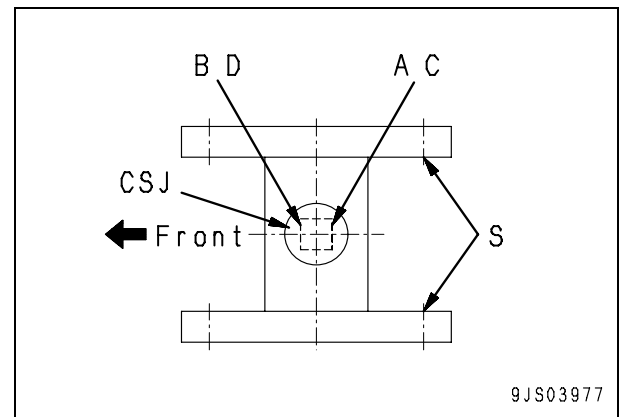
### Installation

- Installation is done in the reverse order of removal.

[\*1]

Install the center swivel joint CSJ facing in the direction shown in the figure. (The figure shows the machine body as seen from above.)

- ★ S: Sprocket
- A – D: Port name



- **Refilling with oil (hydraulic tank)**

Refill hydraulic oil through the oil filler port to the specified level. Let the oil circulate in the hydraulic system by starting the engine. Then check the oil level again.



Hydraulic tank: **Approx. 244 ℓ**



Hydraulic tank drain plug:  
**58.8 – 78.5 Nm {6.0 – 8.0 kgm}**

- **Air bleeding**

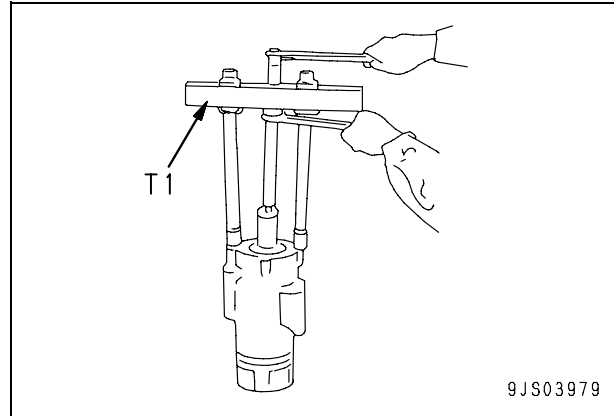
Bleed the air from the circuit between the valve and the hydraulic cylinder. For details, see Testing and adjusting, “Bleeding air from each part”.

### Disassembly and assembly of center swivel joint assembly

**Special tools**

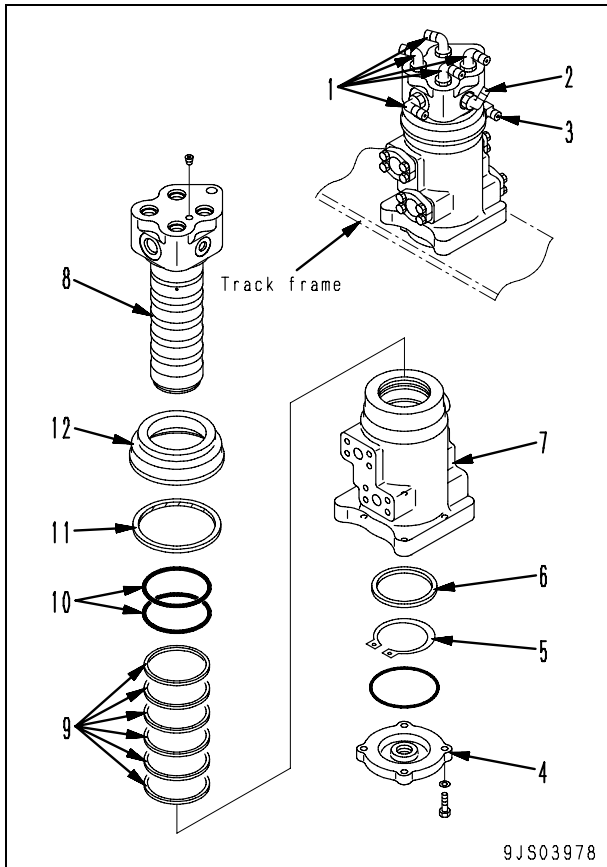
Symbol	Part number	Part name	Necessity	Qty	N/R	Sketch
T1	790-101-2501	Push puller	●	1		
	• 790-101-2510	• Block		1		
	• 790-101-2520	• Screw		1		
	• 791-112-1180	• Nut		1		
	• 790-101-2540	• Washer		1		
	• 790-101-2630	• Leg		2		
	• 790-101-2570	• Plate		4		
	• 790-101-2560	• Nut		2		
	• 790-101-2650	• Adapter		2		

- Using tool **T1**, pull out swivel shaft (8) from swivel rotor (7).



- Remove seal (9) and O-ring (10) from swivel rotor (7).
- Remove dust seal (11) from cover (12).

**Disassembly**



- Remove elbows (1), (2) and tee (3).
- Remove cover (4).
- Remove snap ring (5) and ring (6).

**Assembly**

★ See figure at left.

- Install seals (9) and O-rings (10) to swivel rotor (7).
- Install dust seal (11) to cover (12).
- install cover (12) to swivel shaft (8).

- Set swivel shaft (8) to block, then using push tool, tap swivel rotor (7) with a plastic hammer to install.

☞ Contact surface of rotor, shaft:

**Grease (G2-LI)**

★ When installing rotor, be extremely careful not to damage the dust seal and O-ring.

- Install ring (6) and fix with snap ring (5).
- Fit O-ring and install cover (4).

☞ Mounting bolts:

**31.4 ± 2.9 Nm {3.2 ± 0.3 kgm}**

- Install elbows (1), (2) and tee (3).

☞ Elbow (1): **128 – 186 Nm {13 – 19 kgm}**

☞ Elbow (2), tee (3):

**35 – 63 Nm {3.2 – 6.5 kgm}**

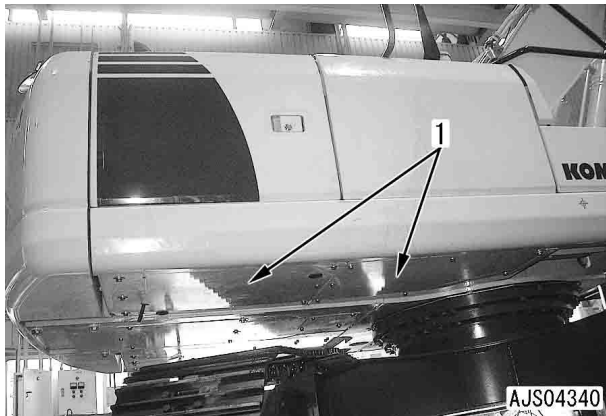
## Removal and installation of hydraulic tank assembly

- ⚠ Lower the work equipment to the ground completely, after the engine is stopped, loosen the hydraulic tank cap gradually to reduce the pressure inside, and set the lock lever in the lock position.

### Removal

- ★ Attach an identification tag to each piping to avoid a mistake in the position of installation later.

1. Swing to right 45°. (For hydraulic tank oil drain)
2. Remove cover (1).

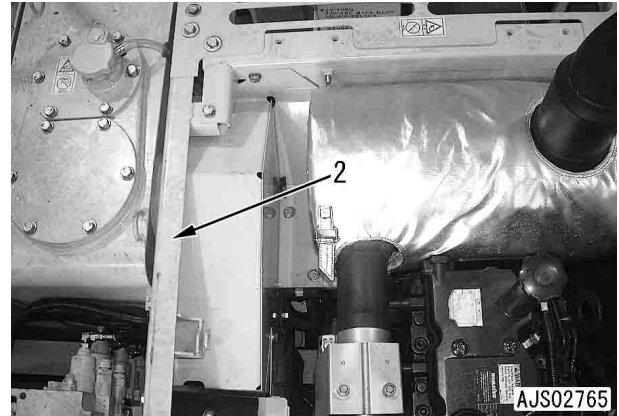


3. Drain hydraulic tank oil. [\*1]

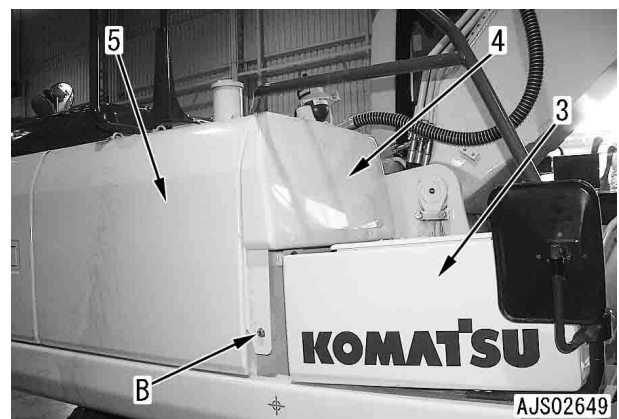
 Hydraulic tank: **Approx. 244 ℓ**

4. See "Removal and installation of engine and hydraulic pump assembly" to remove frame (2) between hydraulic tank and engine. For that purpose, remove below mainly.

- Engine hood
- Control valve upper cover
- Cover between hydraulic pump and engine
- Air cleaner upper cover

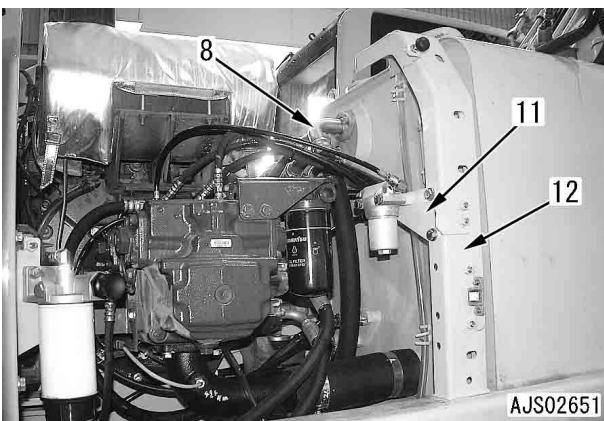
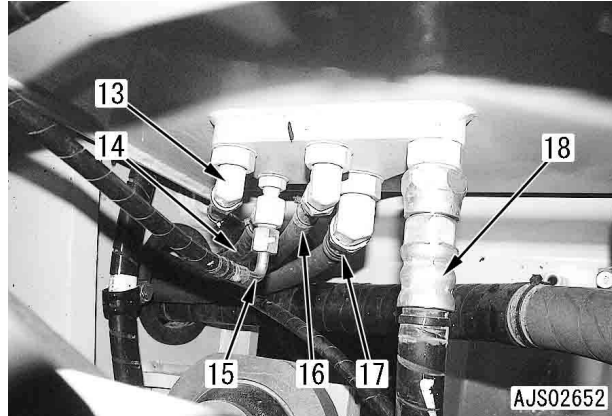
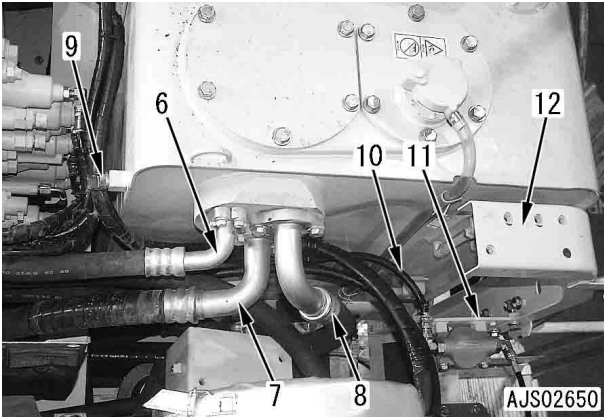


5. Shift cover (3) forward.
  - ★ Keep away from bolt (B).
6. Remove covers (4) and (5).

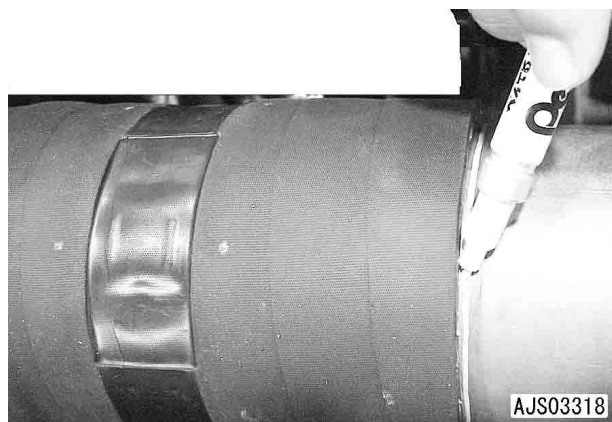
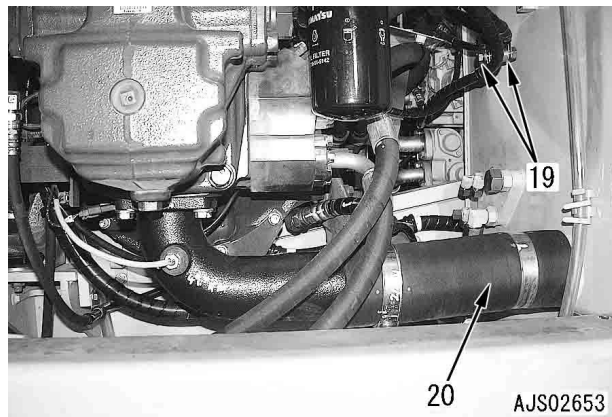


7. Disconnect drain hoses (6) through (8).
  - (6), (7): From control valve
  - (8): From oil cooler upper side
8. Disconnect clamp (9).
9. Disconnect hose (10) from the filter.
  - ★ Hose band color: Yellow
10. Disconnect filter bracket (11).
11. Remove frame (12).

12. Disconnect drain hoses (13) through (18).
  - (13): Solenoid valve drain
  - (14): Main valve drain
  - (15): Pressure reducing valve drain
  - (16): PPC drain
  - (17): Swing motor drain
  - (18): Pump drain

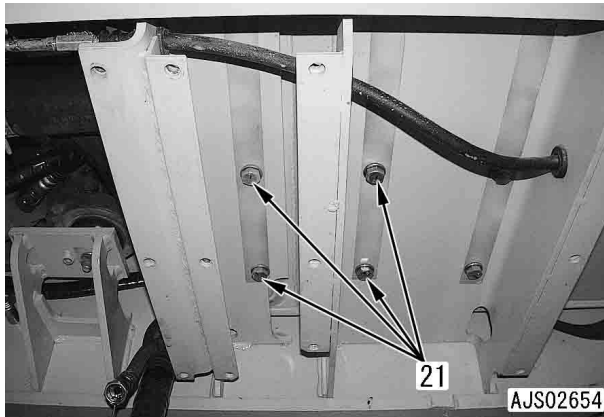


13. Disconnect clamp (19).
14. Disconnect suction hose (20). [\*2]
  - ★ Mark the hose edge and tube to show the original hose installation positions. (See figure below.)




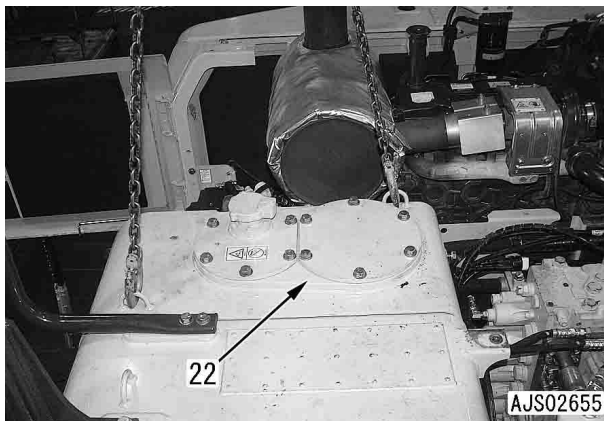


15. Remove 6 mounting bolts (21). [<sup>\*</sup>3]



16. Lift off hydraulic tank assembly (22) to remove it.


 Hydraulic tank assembly: **130 kg**



### Installation

- Installation is done in the reverse order of removal.

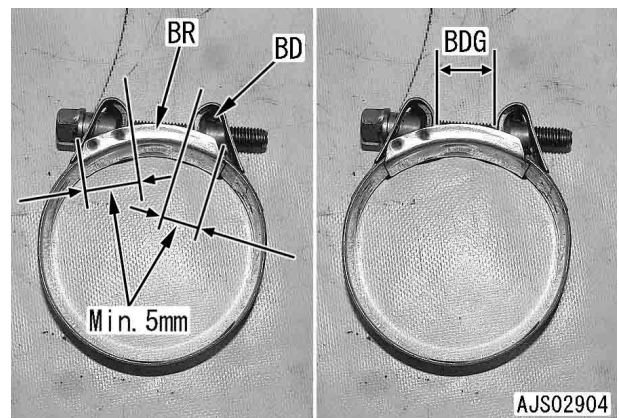
[<sup>\*</sup>1]

 Hydraulic tank drain plug:  
**58.8 – 78.5 Nm {6.0 – 8.0 kgm}**

[<sup>\*</sup>2]

- ★ Use brand new article for MIKALOR clamp.
- ★ Align the hose to the original position (marking position).
- ★ Reference  
Hose insertion length: 85 mm (L.H. and R.H.)

- ★ Set bridge (BR) under the clamp tightening bolt as the lap with band (BD) is Min. 5 mm.
- ★ Align the clamp to the original position.
- 🔧 Clamp: **20 – 22 Nm {2.0 – 2.2 kgm}**
- ★ Impact wrench is not applicable to use.
- ★ When the tightening torque force is less than 16 Nm {1.6 kgm}, tighten it until the band gap is adhered (BDG size is 0).



[<sup>\*</sup>3]

 Mounting bolt:  
**245 – 309 Nm {25 – 31.5 kgm}**

- **Refilling with oil (hydraulic tank)**  
Refill hydraulic oil through the oil filler port to the specified level. Let the oil circulate in the hydraulic system by starting the engine. Then check the oil level again.

 Hydraulic tank: **Approx. 244 ℓ**

- **Air bleeding**  
Bleed the air from the circuit between the valve and the hydraulic cylinder. For details, see Testing and adjusting, "Bleeding air from each part".

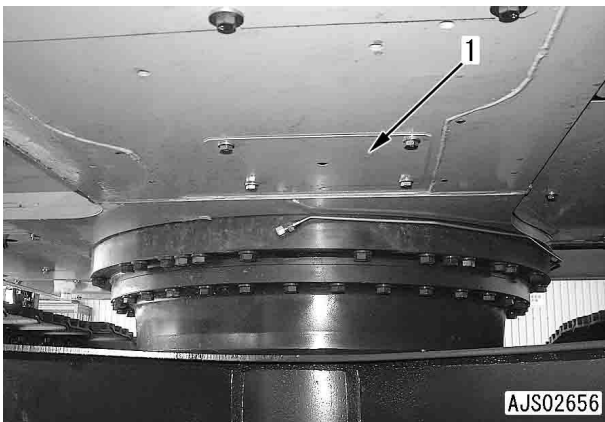
## Removal and installation of control valve assembly

⚠ Release the remaining pressure in the hydraulic circuit. For details, see *Testing and adjusting*, “Releasing residual pressure from hydraulic circuit”.

### Removal

★ Attach an identification tag to each piping to avoid a mistake in the position of installation later.

1. Remove cover (1).



2. Drain hydraulic tank oil.

★ Make the swing speed almost 0 degree for below (3. – 6.) and to remove the control valve mounting bolt.

 Hydraulic tank: **Approx. 244 ℓ**

★ For the way not to drain the hydraulic tank oil by using oil stopper, see “Removal and installation of hydraulic pump assembly”.

3. Disconnect drain hoses (2) through (8). Band:

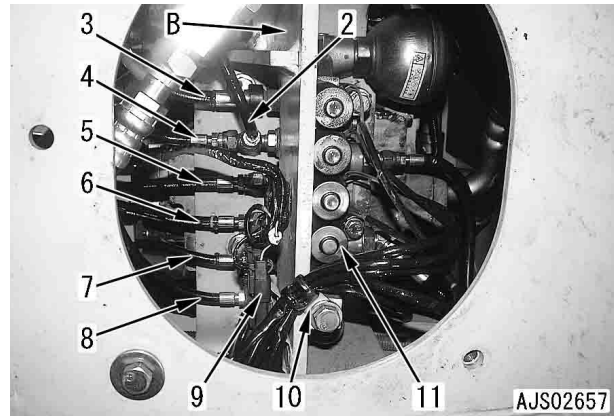
- (2): No color
- (3): Red
- (4): No color
- (5): No color
- (6): Red and yellow
- (7): Brown
- (8): No color

4. Disconnect connector (9) from clip.

From the top,  
V06  
V05  
V04  
V03  
V02  
V01

5. Disconnect clamp (10).

6. Keep away solenoid assembly (11) from control valve bracket (B).



7. See “Removal and installation of engine and hydraulic pump assembly” to remove below.

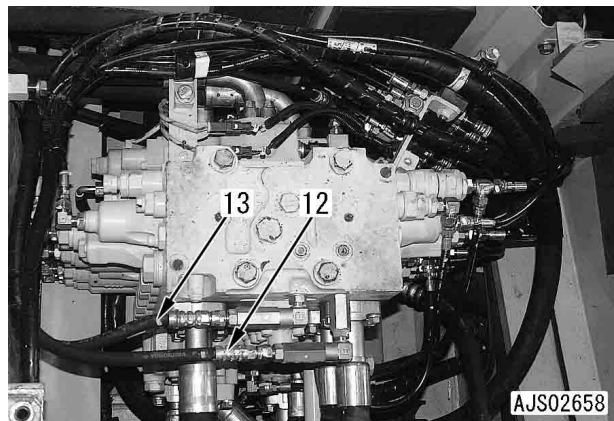
- Engine hood
- Control valve upper cover
- Cover between hydraulic pump and engine
- Frame between control valve and engine
- Cover between control valve and engine

8. Disconnect PLS1 port hose (12).

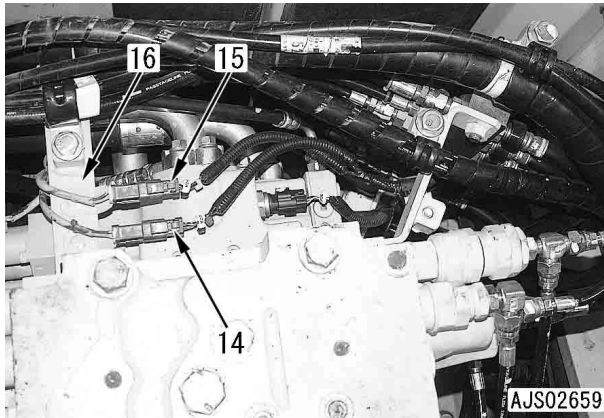
★ Hose band: No color

9. Disconnect PLS2 port hose (13).

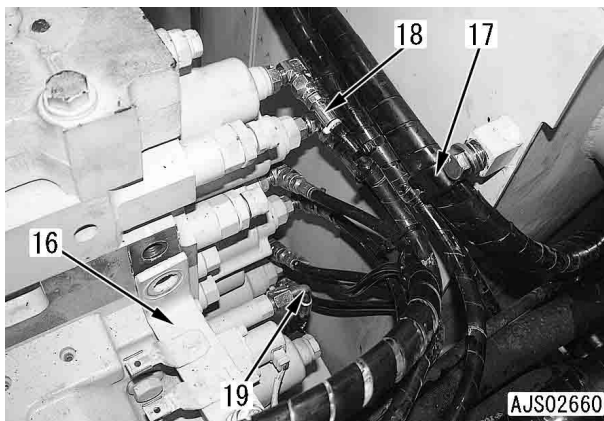
★ Hose band: Red



10. Disconnect connector V23 (14) and V24 (15).
  - ★ Band: (14) red, (15) white
11. Disconnect connectors (14) and (15) from clip.
12. Disconnect bracket (16).

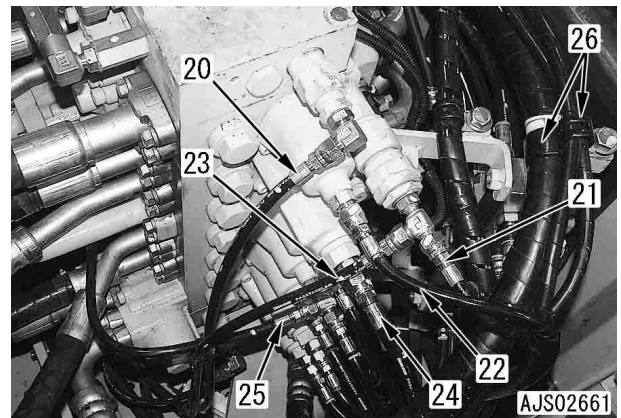


13. Disconnect clamp (17).
14. Disconnect R.H.PPC hose (18). From the top,
  - If equipped (Hose band: Yellow)
  - Bucket CURL (Hose band: White)
  - L.H. travel forward (Hose band: Red)
  - Boom LOWER (Hose band: Brown)
  - R.H. swing (Hose band: No color)
  - R.H. travel forward (Hose band: Green)
  - Arm IN (Hose band: Blue)
15. Disconnect hose (19). (Hose band: Brown)
  - (19): PST port hose (Solenoid)

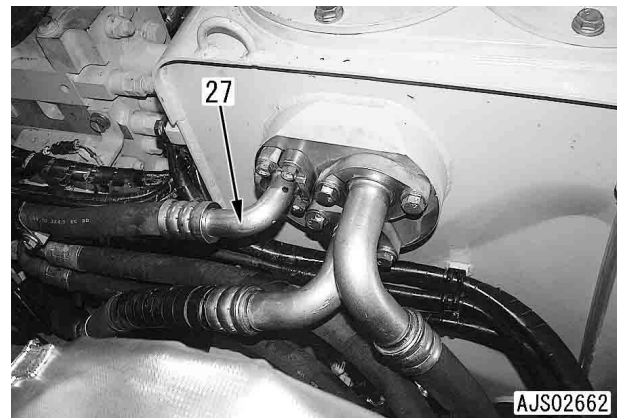


16. Disconnect hoses (20) through (23).
  - ★ Hose band: No color
  - (20): Relief valve
  - (21) – (23): If equipped
17. Disconnect L.H. PPC hose (24). From the top,
  - Bucket DUMP (Hose band: Black)
  - L.H. travel reverse (Hose band: No color)
  - Boom RAISE (Hose band: Green)
  - L.H. swing (Hose band: Red)
  - R.H. travel reverse (Hose band: Blue)
  - Arm OUT (Hose band: Yellow)

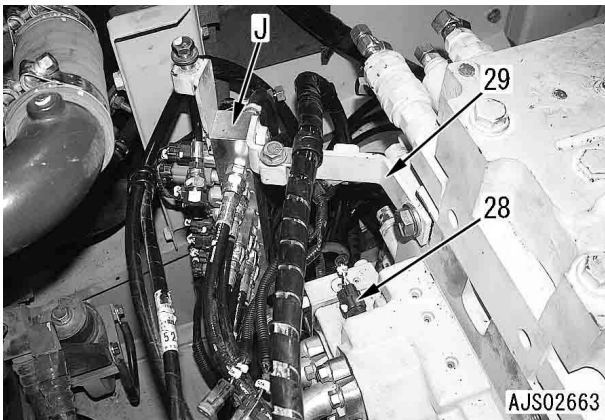
18. Disconnect LS separation hose (25).
19. Disconnect clamp (26).



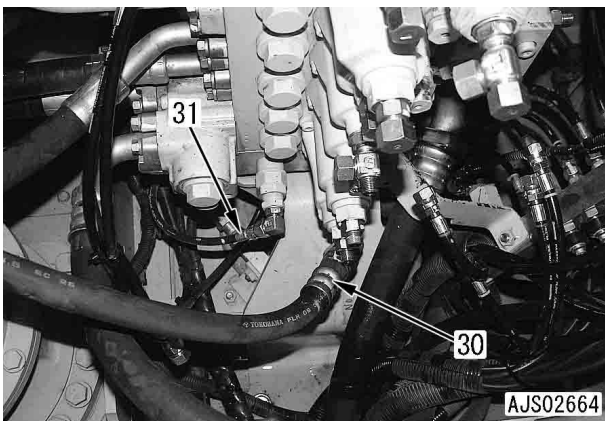
20. Disconnect drain hose (27).
  - ★ Disconnect the hose clamp.



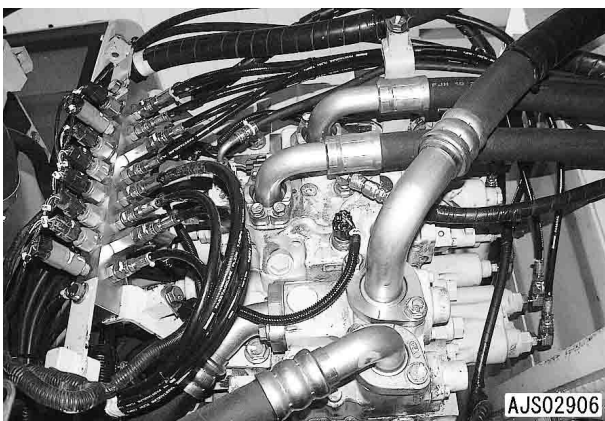
21. Disconnect connector P26 (28).  
(Front pump pressure sensor)
22. Disconnect bracket (29), then bracket junction box (J).



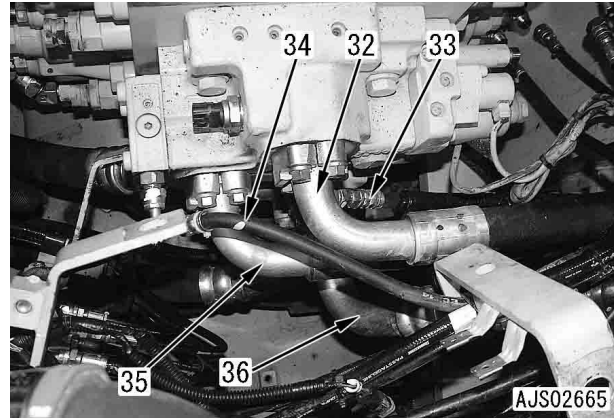
23. Disconnect hoses (30) and (31).
  - (30): Between control valve and swing motor
  - (31): Between control valve and hydraulic tank



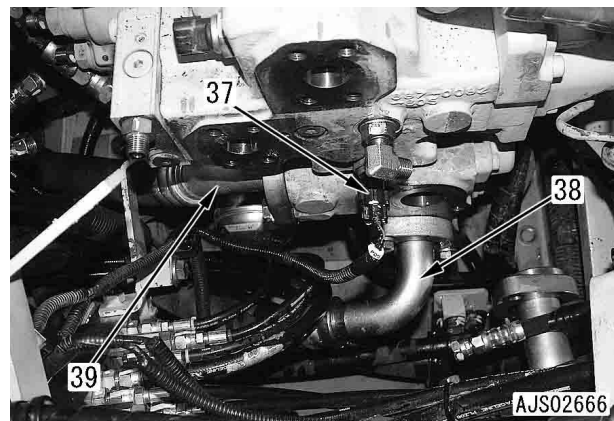
★ Reference rear figure



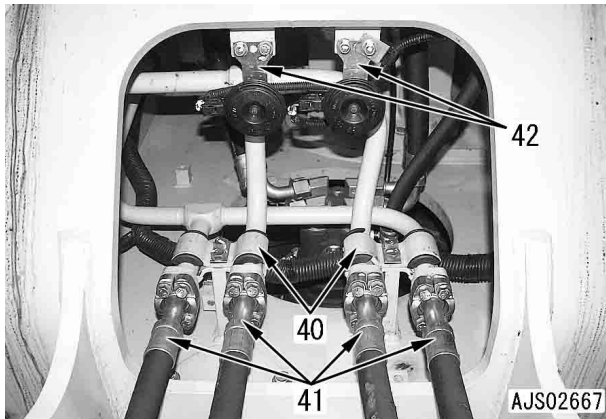
24. Disconnect hoses (32) through (36) from the rear side.
  - (32): PP1 port hose (rear pump)  
Hose band: Blue
  - (33): PPS2 port hose (front pump)  
Hose band: Yellow
  - (34): PR port hose (pump)  
Hose band: Yellow
  - (35): PP2 port hose (front pump)
  - (36): Drain hose (hydraulic tank)



25. Disconnect connector P25 (37).  
(Rear pump pressure sensor)
26. Disconnect hoses (38) and (39).
  - (38): ATT port hose (filter) (if equipped)
  - (39): T port hose (under the oil cooler)



- 27. Remove boom tube mounting clamp (40).
- 28. Disconnect 4 boom hoses (41).
- 29. Disconnect horn (42) from bracket.



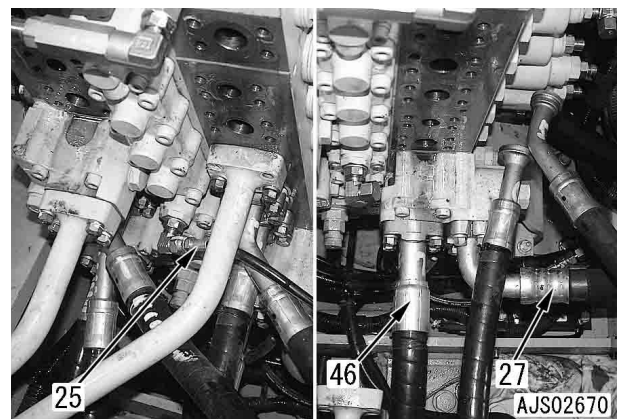
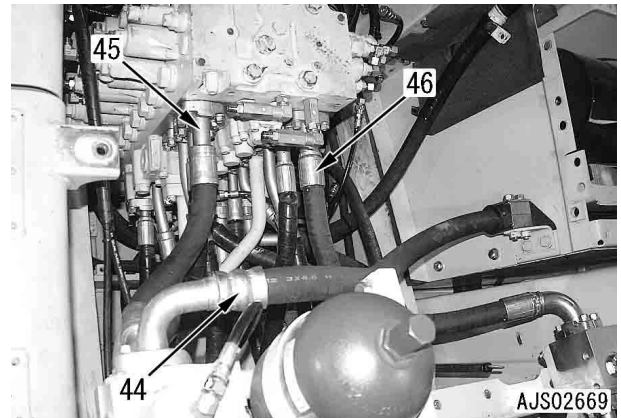
- 30. Remove boom tube mounting clamp (43).




- 31. Disconnect hose (44).
- 32. Disconnect 14 control valve hoses and 2 tubes.

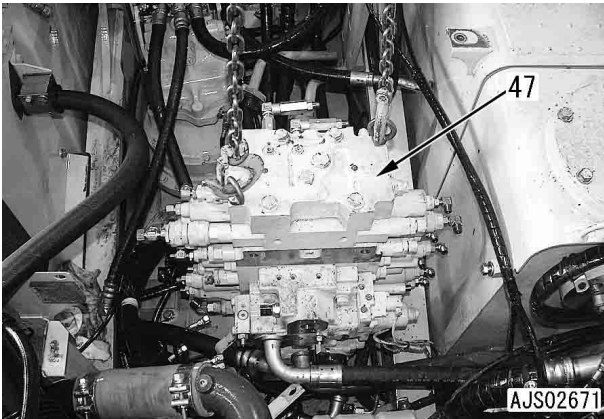
- (45): From the top
  - A-1 port hose (If equipped)
  - A1 port hose (Bucket head side)
  - A2 port hose (Swivel joint B port)
  - A3 port tube (Boom bottom side)
  - A4 port hose (Swing motor MA port)
  - A5 port hose (Swivel joint C port)
  - A6 port hose (Arm head side)

- (46): From the top
  - B-1 port hose (If equipped)
  - B1 port hose (Bucket bottom side)
  - B2 port hose (Swivel joint A port)
  - B3 port tube (Boom head side)
  - B4 port hose (Swing motor MB port)
  - B5 port hose (Swivel joint D port)
  - B6 port hose (Arm bottom side)
- BP1 port hose (25) (above)
- T1 port (drain) hose (27) (above)





33. Remove mounting bolt, and lift off control valve assembly (47) to remove.

 Control valve assembly: **260 kg**



### Installation

- Installation is done in the reverse order of removal.
- **Refilling with oil (hydraulic tank)**  
Refill hydraulic oil through the oil filler port to the specified level. Let the oil circulate in the hydraulic system by starting the engine. Then check the oil level again.
  -  Hydraulic tank: **Approx. 244 ℓ**
  -  Hydraulic tank drain plug:  
**58.8 – 78.5 Nm {6.0 – 8.0 kgm}**
- **Air bleeding**  
Bleed the air from the circuit between the valve and the hydraulic cylinder. For details, see Testing and adjusting, “Bleeding air from each part”.

### Disassembly and assembly of control valve assembly

★ This section deals with only precautions to be followed when reassembling the control valve assembly.

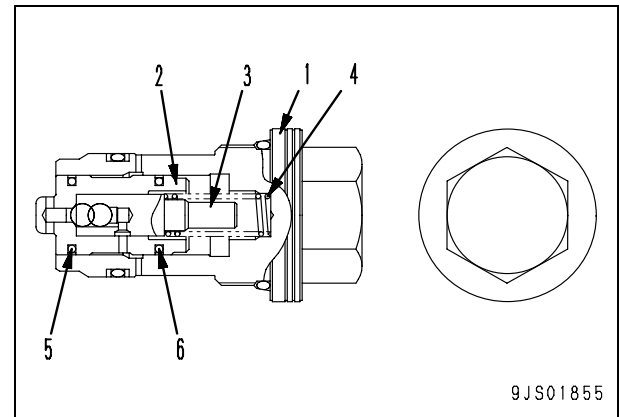
#### Special tools

Symbol	Part number	Part name	Necessity	Q'ty	N/R	Sketch
2	796-946-1310	Guide ø21.8	■	1		
	(For 723-46-40100)					
	796-946-1610	Guide ø21.4	■	1		
	(For 723-46-41100)					
	796-946-1810	Guide ø21.2	■	1		
	(For 723-46-43100 and 723-46-43400)					
	796-946-1910	Guide ø21.0	■	1		
	(For 723-46-46101 and 723-46-46300)					
3	796-946-1320	Guide ø21.8	■	1		
	(For 723-46-40100)					
	796-946-1620	Guide ø21.4	■	1		
	(For 723-46-41100)					
	796-946-1820	Guide ø21.2	■	1		
	(For 723-46-43100 and 723-46-43400)					
	796-946-1920	Guide ø21.0	■	1		
	(For 723-46-46101 and 723-46-46300)					
4	796-946-2210	Guide ø20.6	■	1		
	(For 723-46-45100 and 723-46-45700)					
	796-946-2220	Guide ø20.6	■	1		
	(For 723-46-45100)					
	796-946-1420	Guide ø21.6	■	1		
	(For 723-46-42700)					
	796-946-1330	Sleeve	■	1		
	(For 723-46-40100)					
796-946-1630	Sleeve	■	1			
(For 723-46-41100)						
796-946-1830	Sleeve	■	1			
(For 723-46-43100 and 723-46-43400)						
796-946-1930	Sleeve	■	1			
(For 723-46-46101 and 723-46-46300)						
796-946-2230	Sleeve	■	1			
(For 723-46-45100)						
796-946-1430	Sleeve	■	1			
(For 723-46-42700)						

#### Procedures for replacing pressure compensation valve seal

★ Since there are many types of pressure compensation valve, mark the positions when removing to correspond to the original.

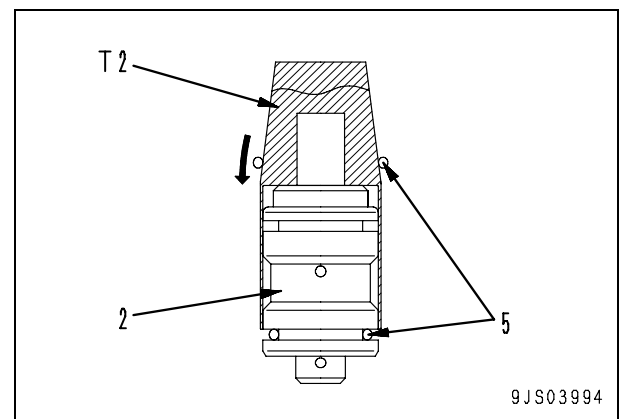
1. Remove piston (2), plug (3) and spring (4) from pressure compensation valve (1).
2. Remove piston (2) from seals (5) and (6).



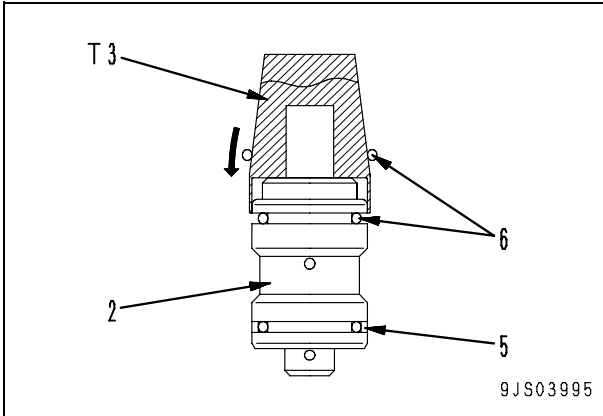
★ There are many types of piston.

3. Set tool **T2** to piston (2) and push it in slowly by hand so that seals (5) may spread out evenly.

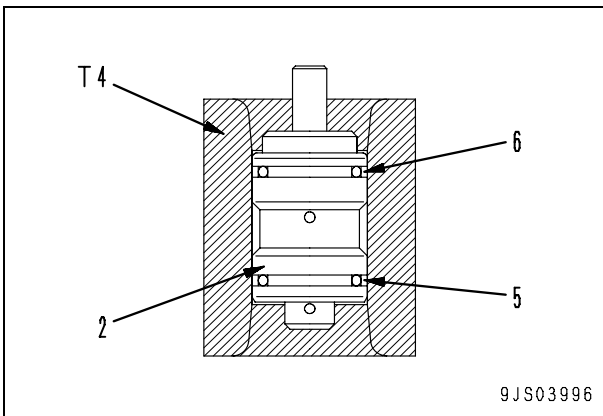
★ The seal may be also fitted by pushing it down to the flat surface of the tool and then pushing it in with the tool fitted to the piston.



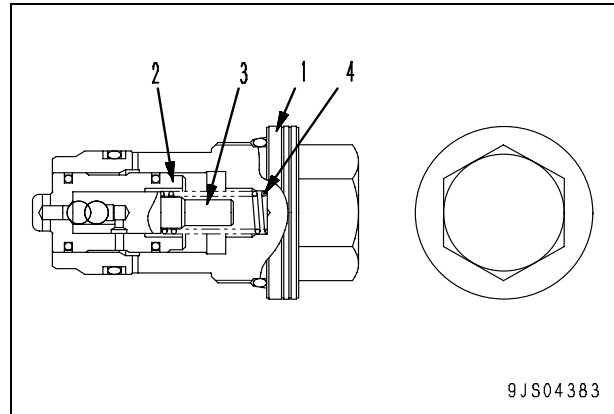
4. Likewise, set tool **T3** to piston (2) in the same direction and push it slowly by hand so that another seals (6) may be spread out evenly.
  - ★ The seal may be also fitted by pushing it down to the flat surface of the tool and then pushing it in with the tool fitted to the piston.



5. Keep compensation tool **T4** fitted to piston (2) for about one minute so that seals (5) and (6) are adapted well.
  - ★ Check that there is no protrusion or cut on the seal.

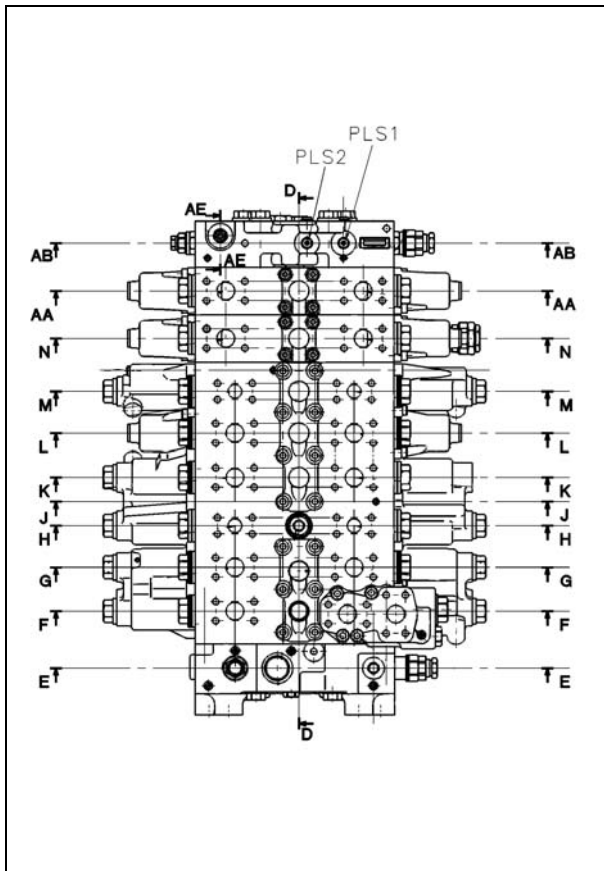


6. Assemble the piston in the sleeve.
  - ★ If it is found difficult to install the piston, do not attempt to push it in forcibly, but set it to compensation tool **T4** again and install the piston to the sleeve after adapting the seal.
7. Fit plug (3) and spring (4) to piston (2), then assemble pressure compensation valve (1).
  - ★ After the installation, push the piston by hand and check that the piston reacts only with spring force.

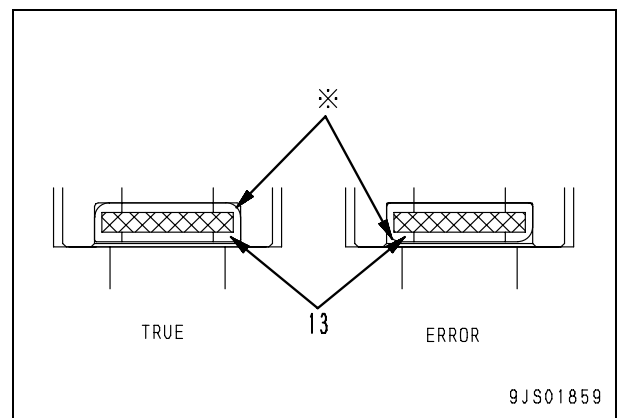
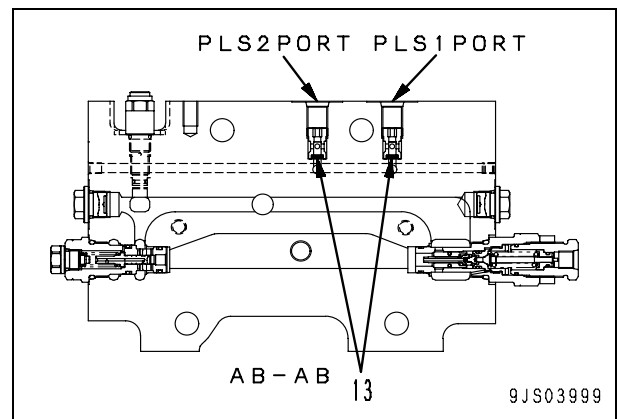
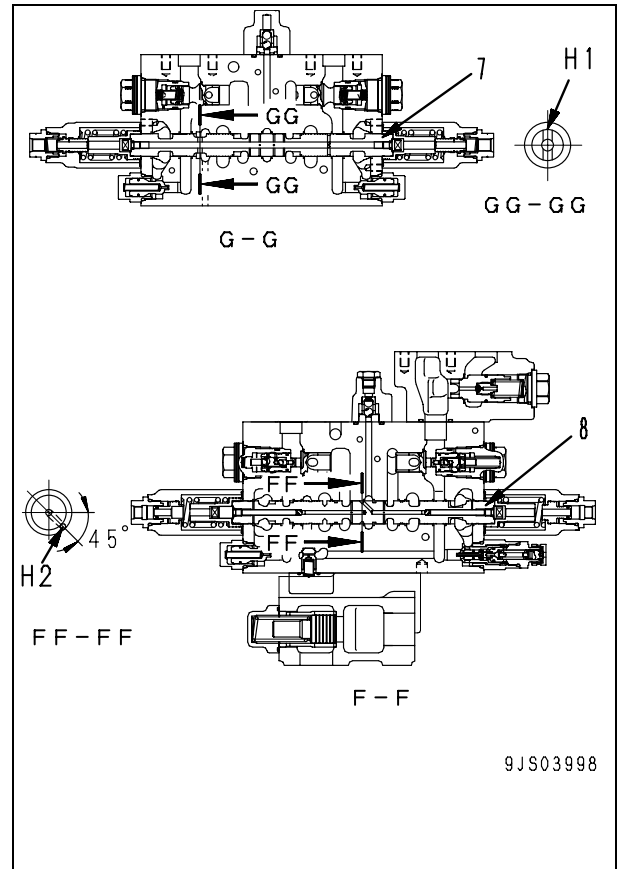




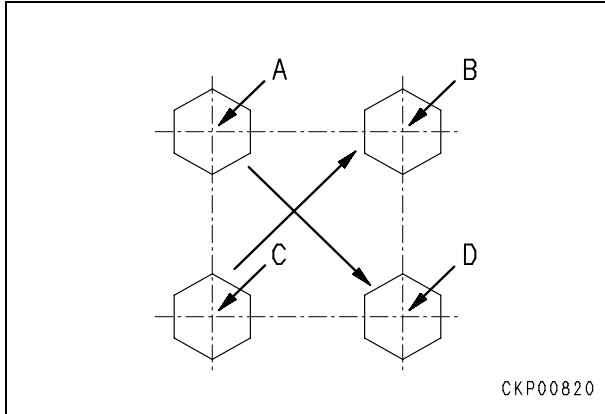
Assembly of control valve assembly



- Coat the sliding surface with engine oil and then reassemble the control valve assembly.
- When assemble spools (7) and (8) to the valve chamber, turn drill holes (H1) and (H2) to the direction as the diagram.
- ★ In the same way for section H-H, K-K, L-L, M-M.
  
- Filters (13) installed on the bottom of PLS1 PORT and PLS2 PORT is to be assembled in the direction shown in the diagram below. (Be careful on \*caulking section.)

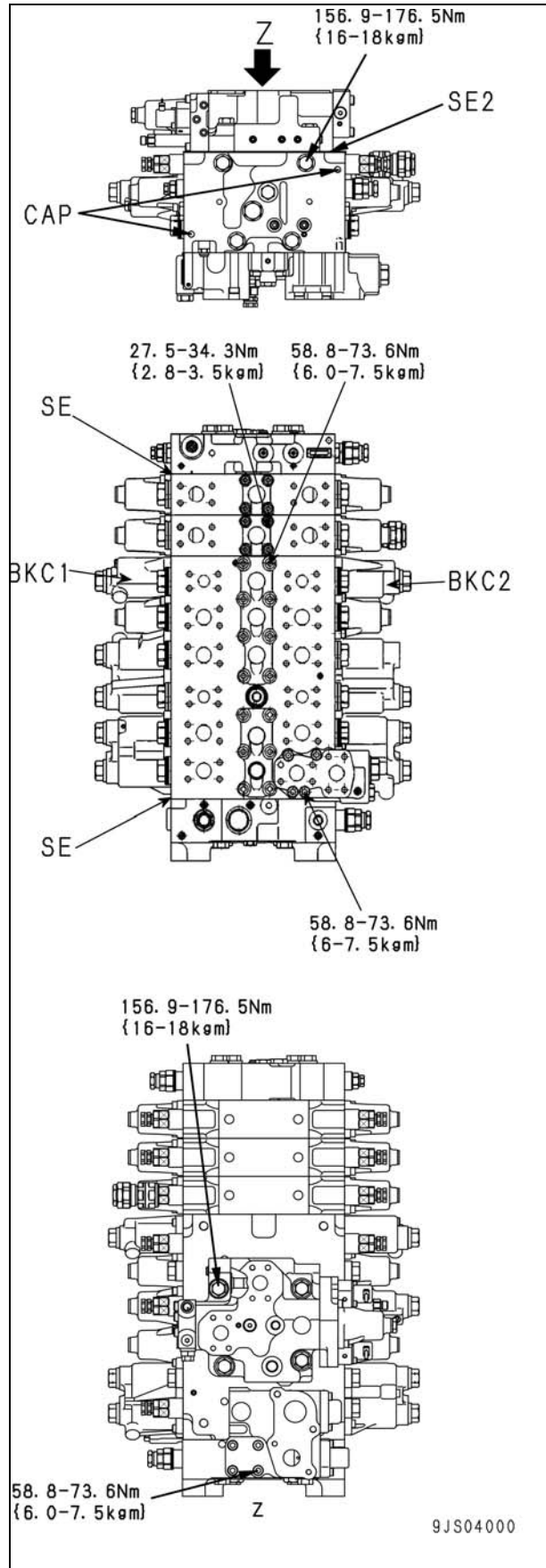


- Upper and lower control valve cover
  - ☞ Mating face of upper and lower control valve cover block (SE):  
**SEALEND 242 or equivalent**
- Tighten the mounting bolts for the upper and lower control valve cover in order of figure. (A->D->C->B)
  - ☞ Mounting bolt for upper and lower control covers: **156.9 – 176.5 Nm {16 – 18 kgm}**



- Pump merge-divider valve
  - ☞ Mating faces of merge-divider valve (SE2):  
**SEALEND 242 or equivalent**
- Tighten the mounting bolts for the merge-divider valve in the same sequence as that for the control valve cover mounting bolts.
  - ☞ Merge-divider valve mounting bolt:  
**156.9 – 176.5 Nm {16 – 18 kgm}**
- Tighten back pressure valve, arm quick return valve and mounting bolts in the same order as that for the control valve cover.
  - ☞ Back pressure valve, arm quick return valve, mounting bolt: **58.8 – 73.6 Nm {6 – 7 kgm}**
- After assembling, put a stopper (CAP) so that not to flow into oil and detergent liquid from  $\varnothing 12$  hole.
- Pressure compensation valve
  - ★ Install each pressure compensation valve, paying attention to the counter mark that was put when removing it. Especially, do not install BKC1 and BKC2 adversely.
- Main relief valve assembly
 

After assembling the main relief valve assembly in the control valve, refer to the section of "Measuring and adjusting oil pressure in work equipment, swing, and travel circuits" in the chapter, Testing and adjusting, in this manual.



## Removal and installation of hydraulic pump assembly

### Special tools

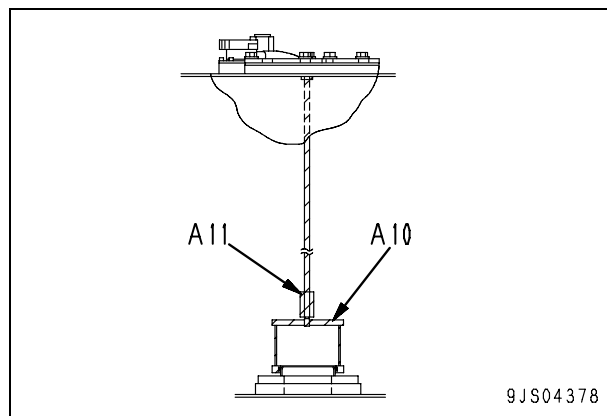
Symbol	Part number	Part name	Necessity	Q'ty	N/R	Sketch	
			●				
A	10	796-460-1210	Oil stopper	●	1		
	11	796-770-1320	Adaptor	●	1		

### Removal

- ⚠ **Disconnect the negative terminal (-) of the battery before starting the work.**
- ⚠ **Lower the work equipment to the ground completely, after the engine is stopped, loosen the hydraulic tank cap gradually to reduce the pressure inside, and set the lock lever in the lock position.**
- ★ Attach an identification tag to each piping to avoid a mistake in the position of installation later.

1. Swing to right 45°. (For hydraulic tank oil drain)
2. Remove hydraulic tank strainer and stop oil flow-out using tools **A10, A11**.
  - ★ If tools **A10, A11** are not used, remove the drain plug and drain oil from the hydraulic tank and piping.

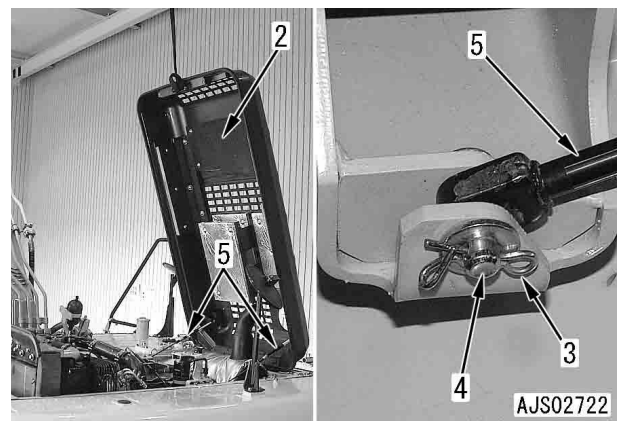
 Hydraulic tank: **Approx. 244 ℓ**



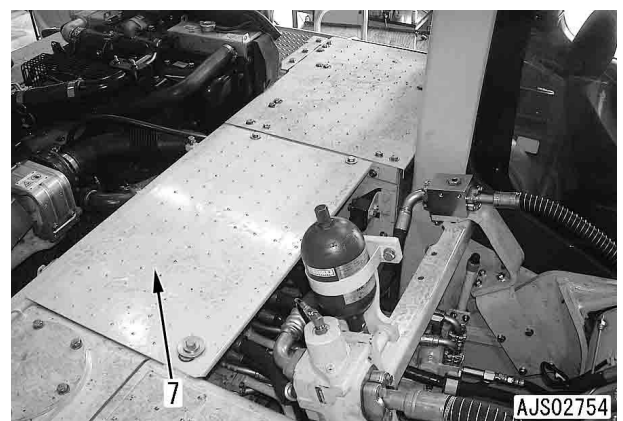
3. Remove cover (1).



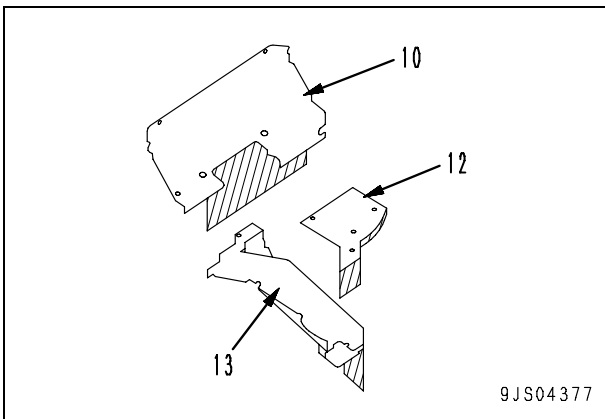
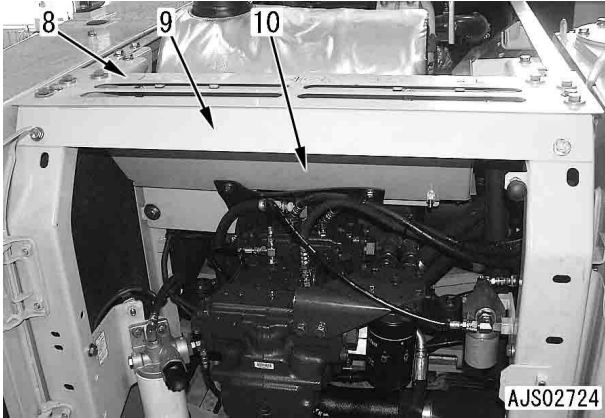
4. Temporary sling engine hood (2).
  - ★ When slinging the engine hood, use care not to damage the rubber seal.
5. Remove pins (3) and (4), then remove 2 gas springs (5).
6. Lift off engine hood (2) to remove it.



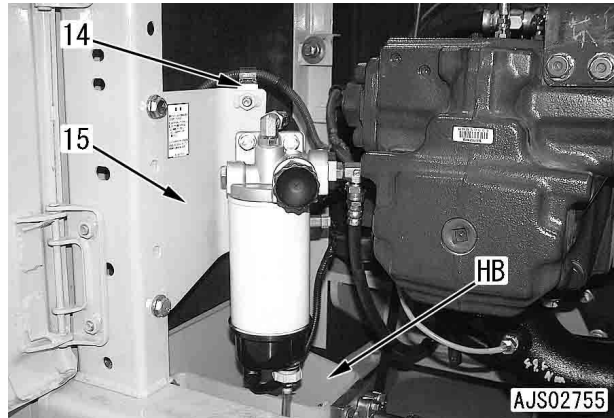
7. Remove cover (7).



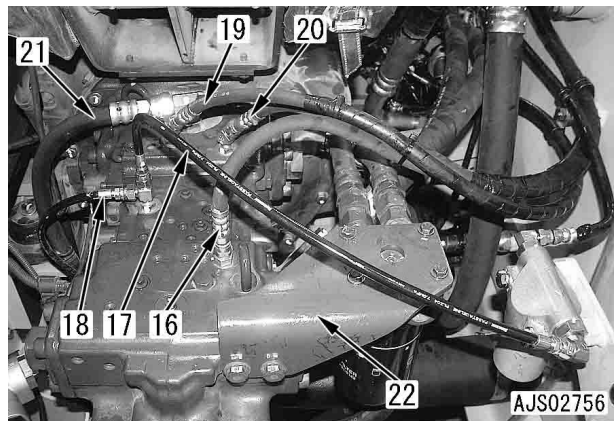
8. Remove cover (8).
9. Remove frame (9).
10. Remove cover (10).
11. Remove frame (11).
12. Remove covers (12) and (13).
  - ★ Cover (13) cannot be removed unless removing cover (7).



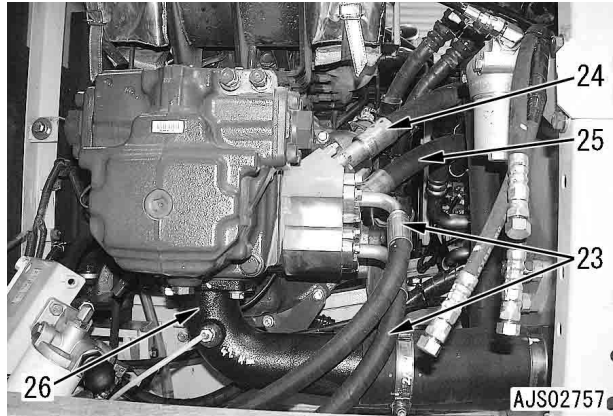
13. Disconnect clamp (14).
14. Remove filter and bracket assembly (15).
  - ★ Put it on hose bracket (HB).




15. Disconnect 6 hoses.
  - (16): Rear load pressure input port hose (Color band: No color)
  - (17), (18): EPC basic pressure port hose (Color band: No color)
  - (19): Pump pressure input port hose (Color band: Blue)
  - (20): Front load pressure input port hose (Color band: Red)
  - (21): Drain port hose
16. Disconnect bracket (22).



17. Disconnect 4 hoses and 1 tube.
- (23): Branch hose
  - (24): Rear pump discharge port hose
  - (25): Front pump discharge port hose
  - (26): Pump suction port tube

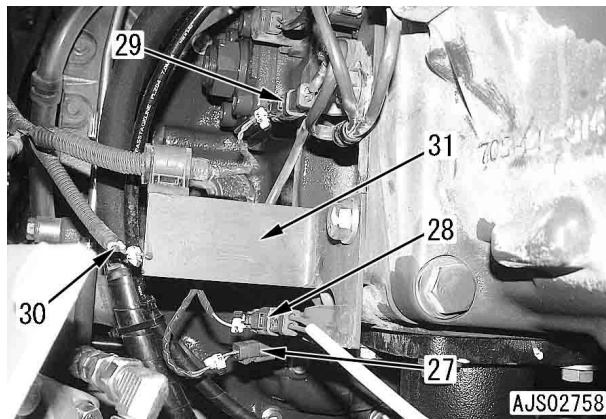


18. Drain oil from the damper case.

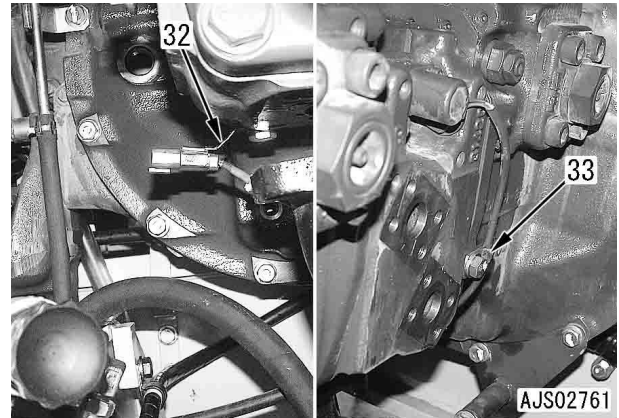
 Damper case: **Approx. 0.65 ℓ**

19. Disconnect pump wiring connectors at 4 points.
- (27): V12 PC-EPC R solenoid valve  
Color band: Yellow
  - (28): P22 hydraulic oil temperature sensor  
Color band: No color
  - (29): V19 LS-EPC solenoid valve  
Color band: Red
  - (30): V11 PC-EPC F solenoid valve  
Color band: White
- ★ It is behind bracket (31).

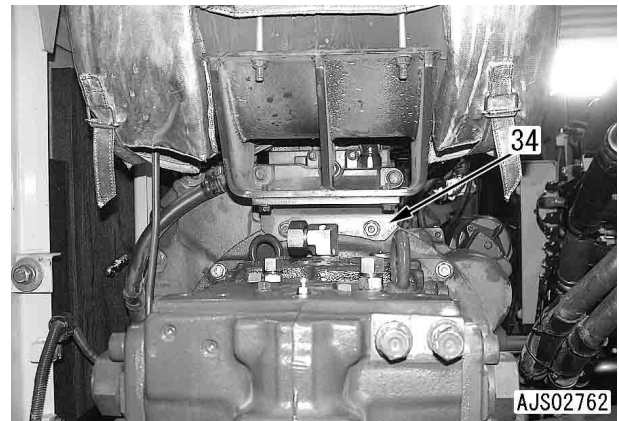
20. Disconnect bracket (31).



21. Remove clip (32).
22. Remove clamp (33).

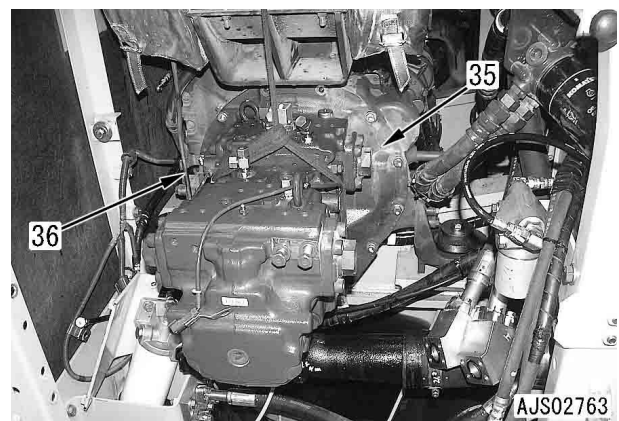


23. Remove muffler bracket (34).



24. Lift off hydraulic pump assembly (35) to remove the mounting bolt. [\*1]

★ Muffler drain tube (36) is double tightened.



25. Lift off hydraulic pump assembly (37) to remove it. [\*1]



 Hydraulic pump assembly: **220 kg**



### Installation

- Installation is done in the reverse order of removal.

[\*1]

-  Hydraulic pump involute spline:  
**Antifriction agent (LM-G)**
-  Mating face of the hydraulic pump case:  
**Gasket sealant (LG-6)**
- ★ Since flywheel housing is made of aluminum, be careful not to over torque.
- ★ Impact wrench is not applicable to use.

- **Refilling with oil (damper case)**


Refill oil through the oil filler port to the specified level.

 Damper case: **EO30 Approx. 0.65 ℓ**

- **Refilling with oil (hydraulic tank)**

Refill hydraulic oil through the oil filler port to the specified level. Let the oil circulate in the hydraulic system by starting the engine. Then check the oil level again.

 Hydraulic tank: **Approx. 244 ℓ**

 Hydraulic tank drain plug:  
**58.8 – 78.5 Nm {6.0 – 8.0 kgm}**

- **Air bleeding**

Bleed the air from the circuit between the valve and the hydraulic cylinder. For details, see Testing and adjusting, “Bleeding air from each part”.

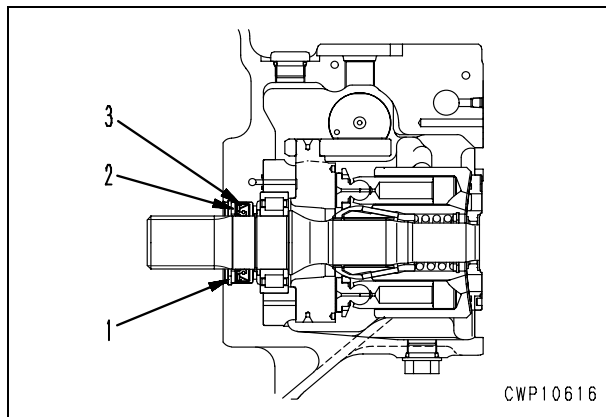
## Removal and installation of oil seal in hydraulic pump input shaft

### Special tools

Symbol	Part number	Part name	Necessity	Qty	N/R	Sketch
S	796T-467-2410	Push tool	■	1	N	○

### Removal

1. Remove the hydraulic pump assembly referring to the section of Removal and installation of hydraulic pump assembly.
2. Remove snap ring (1) and then remove spacer (2).
3. Pry off oil seal (3) with a screwdriver. [\*1]
  - ★ Use care in removing the oil seal so that the shaft may not be damaged.




### Installation

- Installation is done in the reverse order of removal.

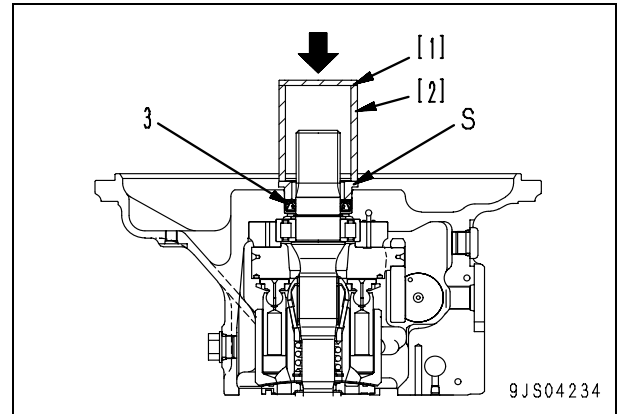
[\*1]

 Oil seal lip portion: **Grease (G2-LI)**

 Oil seal outer circumference:

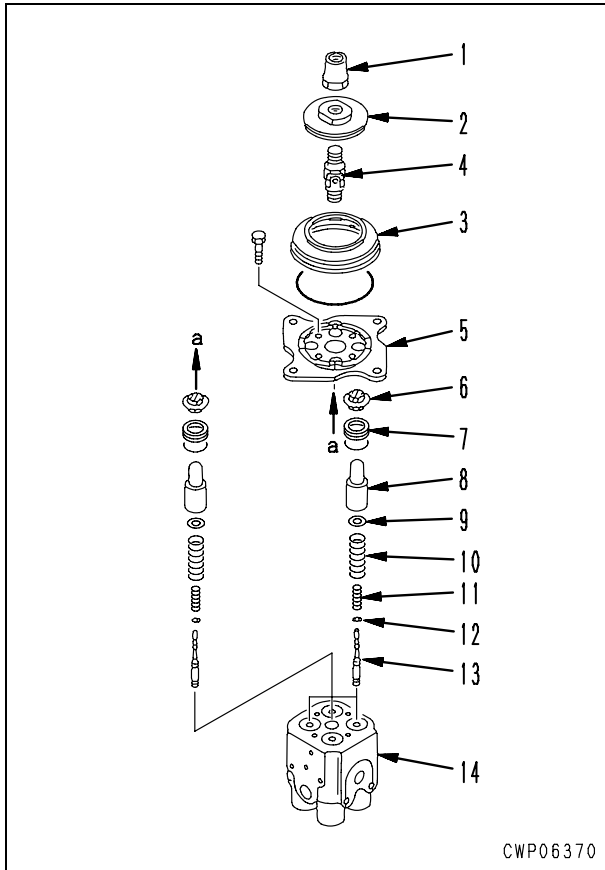
**Grease (G2-LI)**

- ★ Coat the oil seal outer circumference thinly with grease.
- ★ Press fit oil seal (3) with tools S, [1], [2].



### Disassembly and assembly of work equipment PPC valve assembly

★ This section deals with only precautions to be followed when reassembling the PPC valve assembly for work equipment.



**Assembly**

- Work equipment PPC valve assembly
- ★ When assembling spring (11), be sure to face its smaller end turn (inner diameter) side toward shim (12).
- ★ Springs (10) in use differ in the number of turns according to hydraulic ports as classified in the table below. Hence take care when installing one.

Port position	Spring free length
P1 and P2	44.4 mm
P3 and P4	42.4 mm

★ The location of each port is stamped in the lower part of the valve body.

Piston (8): **Grease (G2-LI)**

★ When assembling piston (8), coat the piston outer periphery and body hole inner periphery with grease.

Mounting bolt for plate (5):  
**11.8 – 14.7 Nm {1.2 – 1.5 kgm}**

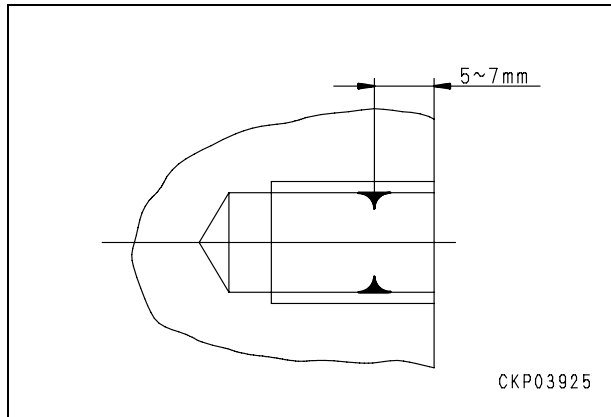
Joint (4) sliding portion:  
**Grease 2 – 4 cc (G2-LI)**

Body female screw portion:  
**Adhesive compound (LT-2)**

★ Coat the female screw body with Loctite at 2 spots as shown in the diagram below. Each spot is to be coated with a drop (approx. 0.02 g).

Joint (4): **39 – 49 Nm {4 – 5 kgm}**

★ Strictly follow the specified torque for the joint.



Contact surfaces of the piston and disc (2):  
**Grease 0.3 – 0.8 cc (G2-LI)**

Nut (1): **98 – 127 Nm {10 – 13 kgm}**

★ After assembling the disc, refer to the “Adjusting play of work equipment and swing PPC valves” section of the Testing and adjusting chapter of this manual.



## Disassembly and assembly of travel PPC valve assembly

- ★ This chapter deals only with precautions to be followed when assembling the travel PPC valve assembly.

### Assembly

- ★ When assembling, clean and inspect the parts closely and take care fully so that dirt, rust, flaw, etc never cause a trouble.

- When assembling piston (1), apply grease (G2-LI) to its outside and inside of the body hole.
- Install spring (2) with its small diameter side of the end coil diameter on the shim (3) side.
  - End coil diameter of the spring (inside diameter)
    - Small diameter end :  $\varnothing 4.9$  mm
    - Large diameter end :  $\varnothing 5.55$  mm
- Do not drive in bushing (4) by hitting it directly with a hammer.
- Do not drive in pin (5) by hitting it directly with a hammer.
- Apply grease (G2-LI) to the swaying part of shaft (6), the contact surfaces of lever (7) and piston (1), contact surfaces of damper (9) lever and pin (8).

- 🔧 Applying quantity of grease (G2-LI)  
Swaying part of shaft (6):

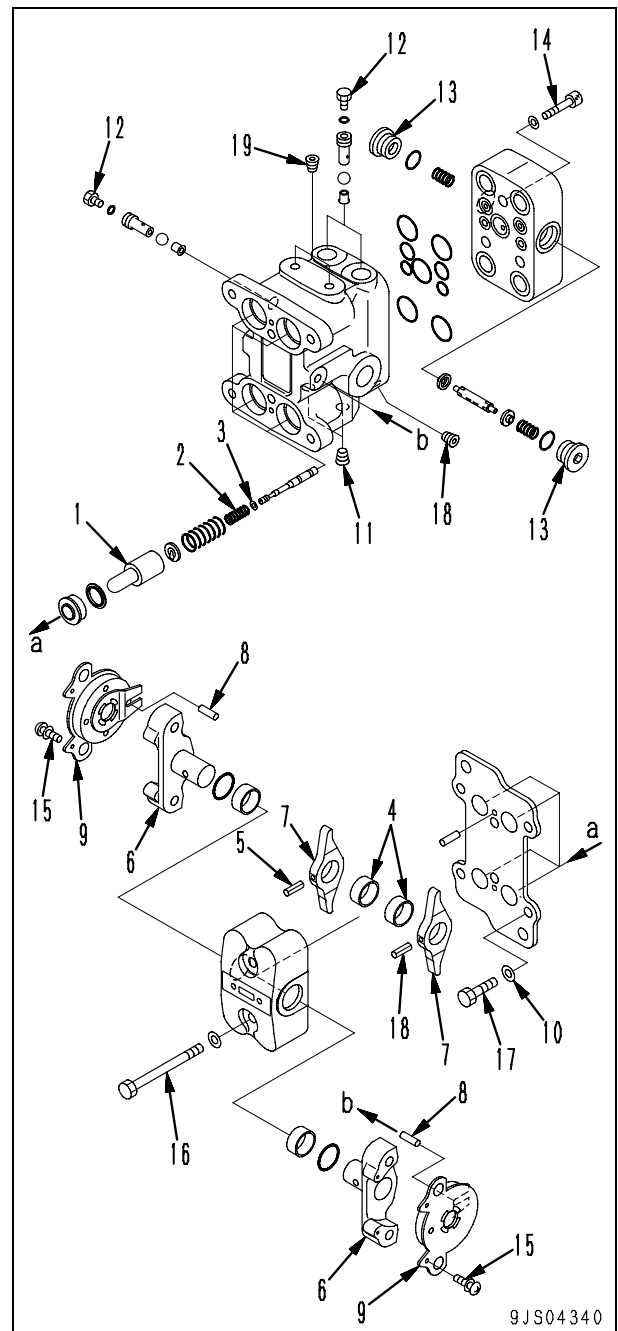
**4 – 8 cc/all-around**

Contact surface of lever (7) and piston (1):

**0.3 – 0.8 cc/1 place**

Contact surface of damper (9) lever and pin (8): **0.3 – 0.8 cc/1 place**

- Install washer (10) 1.6 mm thick first. If the difference between both sides at the stroke and of the lever exceeds  $0.7^\circ$ , change the washer thickness to reduce the difference to below  $0.7^\circ$ . (If the washer thickness is reduced by 0.3 mm, the stroke end angle is increased by  $0.39^\circ$ .)
  - Thickness of washers = 1.0, 1.3, 1.6 mm
- Tighten each part to the following torque.
  - Plug (11): **34 – 44 Nm {3.5 – 4.5 kgm}**
  - Plug (12): **9.8 – 14.7 Nm {1 – 1.5 kgm}**
  - Plug (13): **24.5 – 34.3 Nm {2.5 – 3.5 kgm}**
  - Bolt (14): **19.6 – 27.4 Nm {2.0 – 2.8 kgm}**
  - Screw (15):  
**0.441 – 0.588 Nm {0.045 – 0.06 kgm}**
  - Bolt (16): **25 – 31 Nm {2.5 – 3.2 kgm}**
  - Bolt (17): **27 – 34 Nm {2.8 – 3.5 kgm}**
  - Plug (18): **6 – 11 Nm {0.6 – 1.1 kgm}**
  - Plug (19): **4 – 9 Nm {0.4 – 0.9 kgm}**



9JS04340

## Disassembly and assembly of hydraulic cylinder assembly

### Special tools

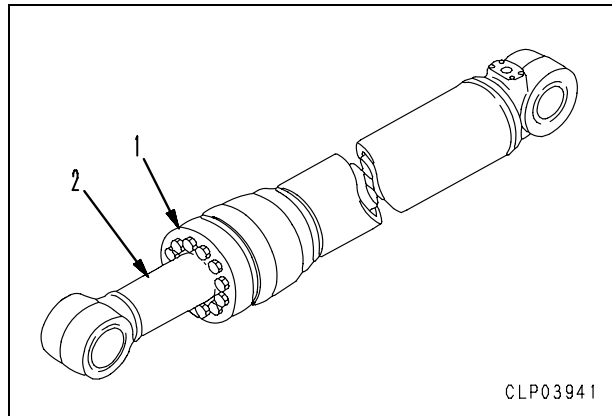
Symbol	Part number	Part name	Necessity	Q'ty	N/R	Sketch
1	790-502-1003	Cylinder repair stand	●	1		
	790-101-1102	Pump	●	1		
2	790-102-4300	Wrench assembly	■	1		
	790-102-4310	Pin	■	2		
3	790-720-1000	Expander	●	1		
4	796-720-1670	Rubber band (for boom and arm)	●	1		
	07281-01279	Clamp	●	1		
	796-720-1660	Rubber band (for bucket)	●	1		
	07281-01159	Clamp	●	1		
U 5	790-201-1702	Push tool kit	■	1		
	• 790-201-1831	• Push tool (for bucket)		1		
	• 790-201-1930	• Push tool (for arm)		1		
	• 790-201-1940	• Push tool (for boom)		1		
	• 790-101-5021	• Grip		1		
	• 01010-50816	• Bolt		1		
	6	790-201-1500	Push tool kit (for bucket)	●	1	
• 790-201-1640		• Push tool		1		
• 790-101-5021		• Grip		1		
• 01010-50816		• Bolt		1		
790-201-1980		Plate (for boom)	●	1		
790-201-1990		Plate (for arm)	●	1		
790-101-5021		Grip	●	1		
	01010-50816	Bolt	●	1		

### Disassembly

#### 1. Piston rod assembly

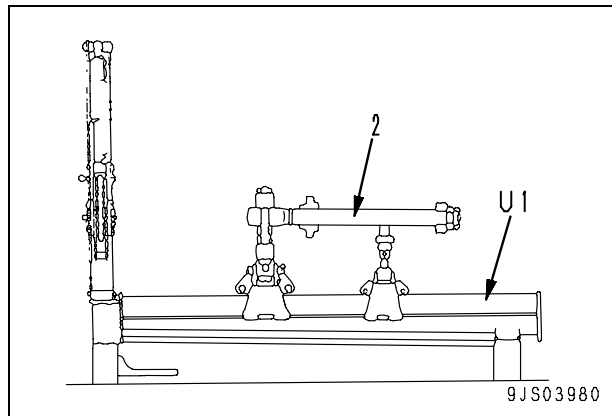
- 1) Remove piping from the cylinder assembly.
- 2) Remove the mounting bolts and then disconnect head assembly (1).
- 3) Pull out piston rod assembly (2).

- ★ Place a container under the cylinder to catch the oil.



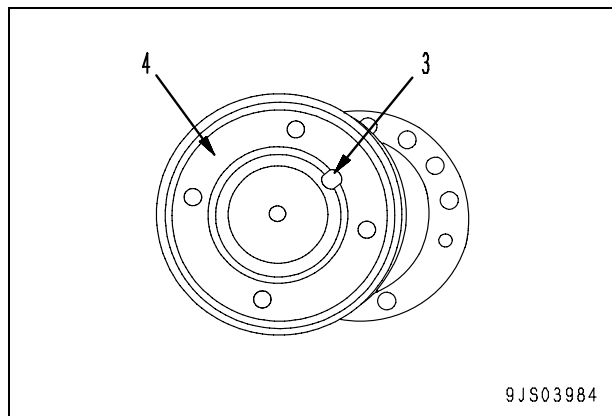
- 4) Disassemble the piston rod assembly as follows.

- 1] Set piston rod assembly (2) in tool U1.

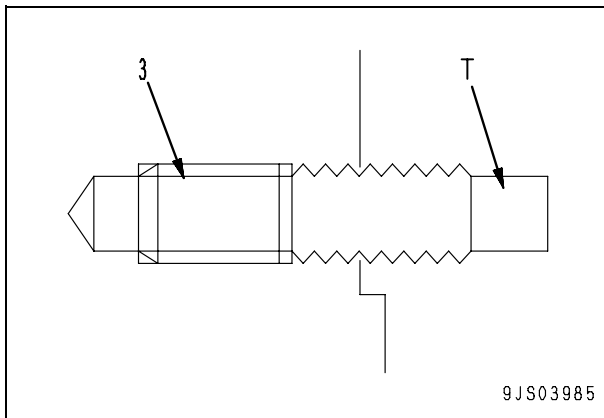


- 2] Remove stopper screw (3) of piston assembly (4).

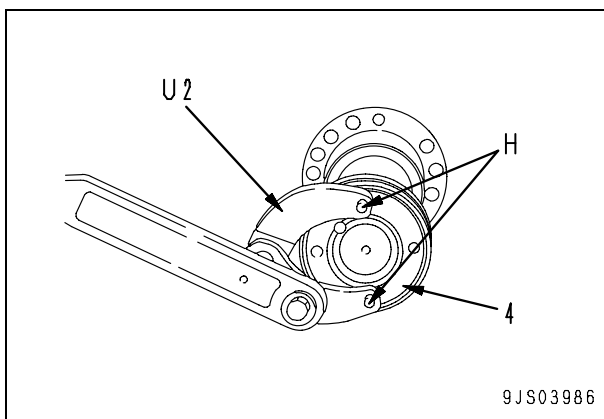
- ★ Common to the boom, arm and bucket cylinder.  
Screw size: **M12 x Pitch 1.75**



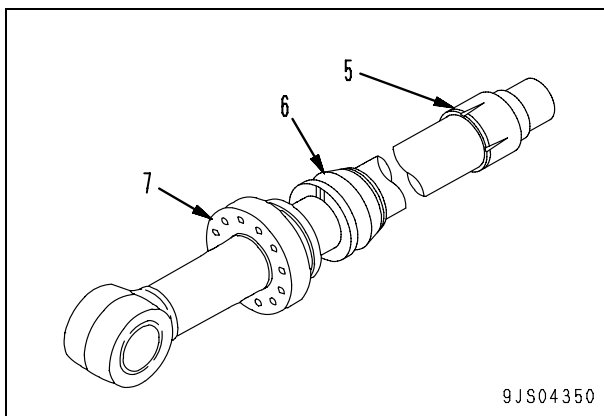
- ★ If the caulking of screw (3) is too strong and it cannot be removed, tighten the screw fully, then fit tap (T) to the thread and remove the screw.



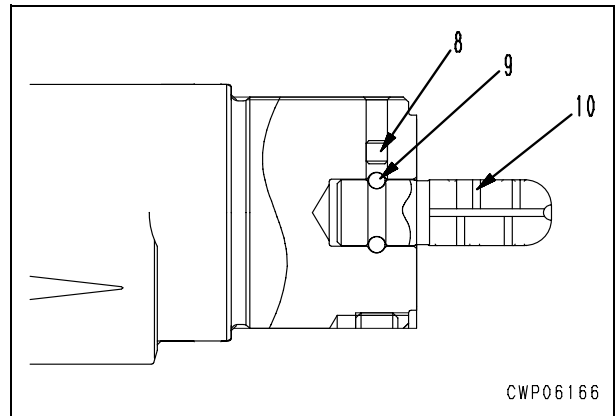
- 3] Using tool **U2**, remove piston assembly (4).
  - When not using tool **U2**, use the drill holes (H) (ø10: 2 places) and loosen piston assembly.



- 4] Remove plunger (5).
  - Boom and arm cylinder only
- 5] Remove collar (6).
  - Boom and arm cylinder only
- 6] Remove head assembly (7).

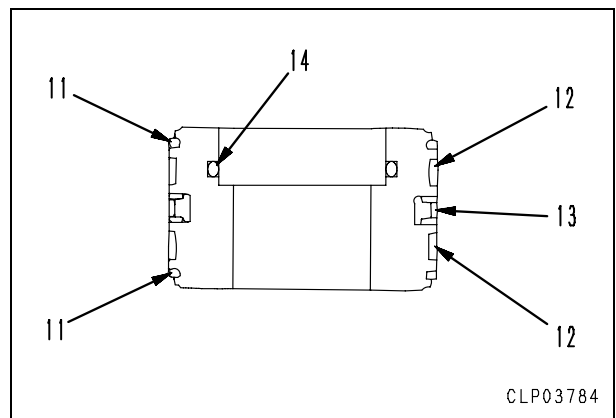


- 7] Remove cap (8), and pull 12 balls (9), then remove plunger (10).
  - Arm cylinder only



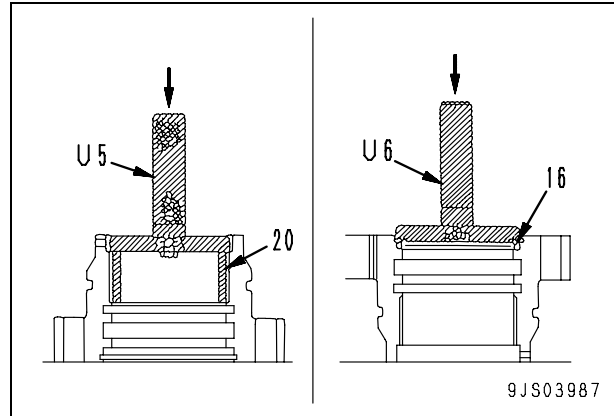
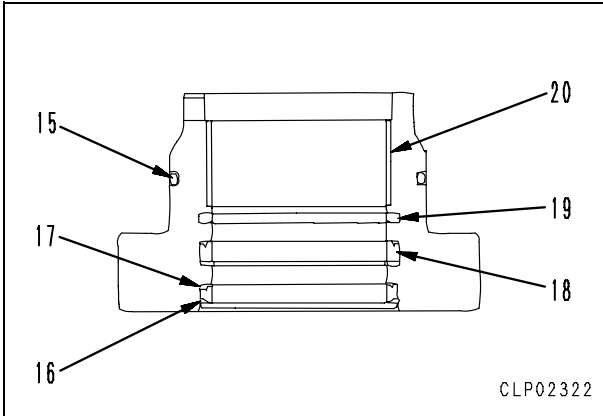
**2. Disassembly of piston assembly**

- 1) Remove ring (11).
- 2) Remove wear ring (12).
- 3) Remove piston ring (13).
- 4) Remove O-ring and backup ring (14).



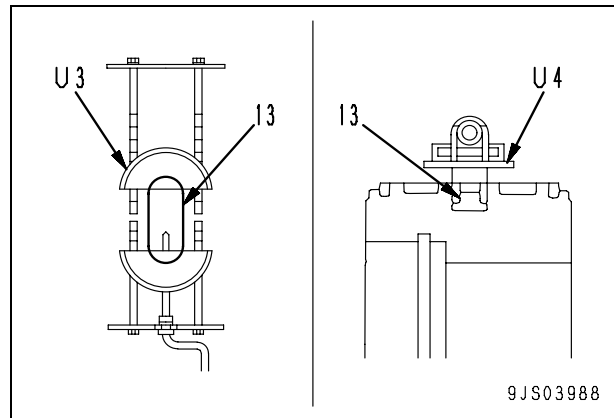
**3. Disassembly of cylinder head assembly**

- 1) Remove O-ring and backup ring (15).
- 2) Remove snap ring (16) and then remove dust seal (17).
- 3) Remove rod packing (18).
- 4) Remove buffer ring (19).
- 5) Remove bushing (20).



**2. Disassembly of piston assembly**

- 1) Using tool **U3**, expand piston ring (13).
  - ★ Set the piston ring on tool **U3**, and turn the handle 8 – 10 times to expand the ring.
- 2) Set tool **U4**, and compress piston ring (13).

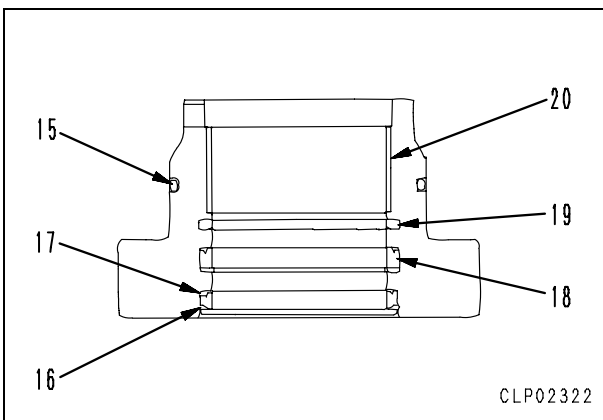


**Assembly**


- ★ Be careful not to damage the packing, dust seals, and O-rings.
- ★ Clean each part, then cover the piping ports and pin-inserting hole to prevent dust from entering them.
- ★ Do not try to force the backup ring into position. Warm it in warm water (50 – 60°C) before installing it.

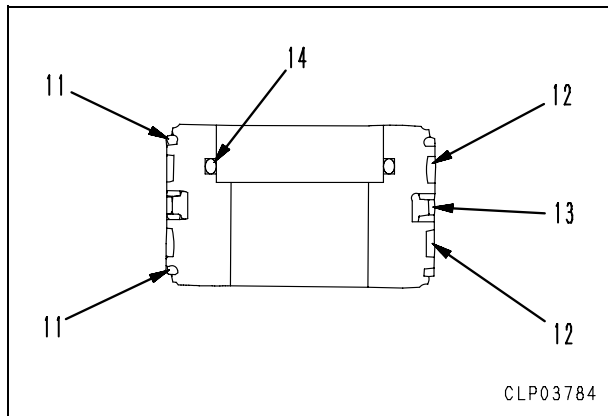
**1. Disassembly of recoil spring assembly**

- 1) Using tool **U5**, press fit bushing (20).
- 2) Assemble buffer ring (19).
- 3) Assemble rod packing (18).
- 4) Using tool **U6**, install dust seal (17), and secure with snap ring (16).
- 5) Install the backup ring and O-ring (15).



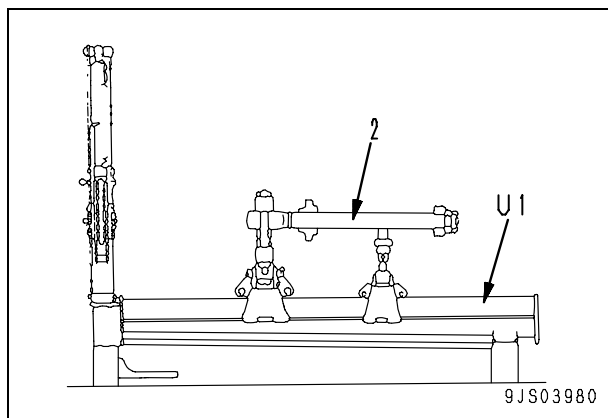
- 3) Install the backup ring and O-ring (14).
- 4) Assemble wear ring (12).
- 5) Assemble ring (11).
  - ★ Be careful not to open the end gap of the ring too wide.

 Ring groove: **Grease (G2-LI)**

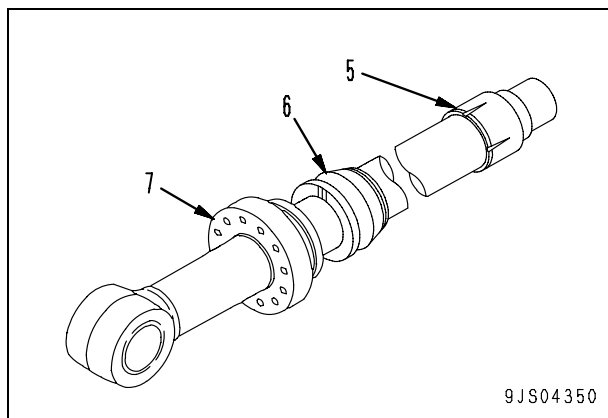


### 3. Piston rod assembly

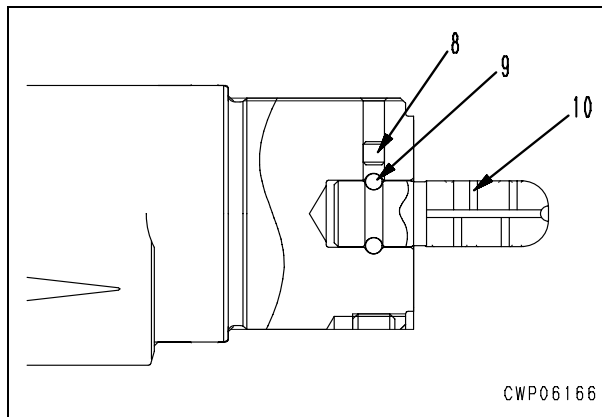
- 1) Set piston rod assembly (2) in tool U1.



- 2) Assemble head assembly (7).
- 3) Fit O-ring and backup ring to collar (6), then assemble.
  - Boom and arm cylinder only
- 4) Assemble plunger (5).
  - Boom and arm cylinder only



- 5) Set plunger (10) on the piston rod, assemble 12 balls (9) to it and secure with cap (8).
  - ★ Check that there is a small amount of play at the tip of the plunger.
  - ★ Put a mark on the end face of the rod so that the processing hole position of cap (8) is visual from outside.
  - Arm cylinder only



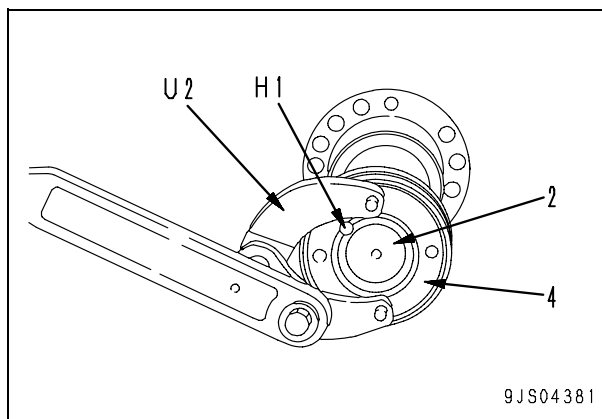
- 6) Assemble piston assembly (4) as follows.



● **When using piston rod assembly (2) and piston assembly (4) again**

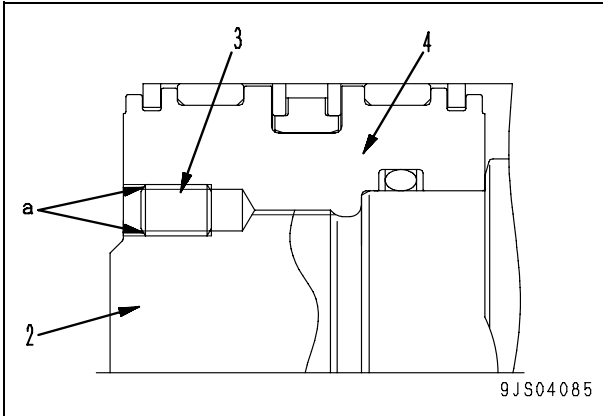
★ Wash thoroughly and remove all metal particles and dirt.

- 1] Screw in piston assembly (4) by using tool U2, and tighten piston assembly (4) until the position of the screw thread hole (H1) which is in piston rod assembly (2) halfway matches.

★ Remove all burrs and flashes on the threaded portion with a file.




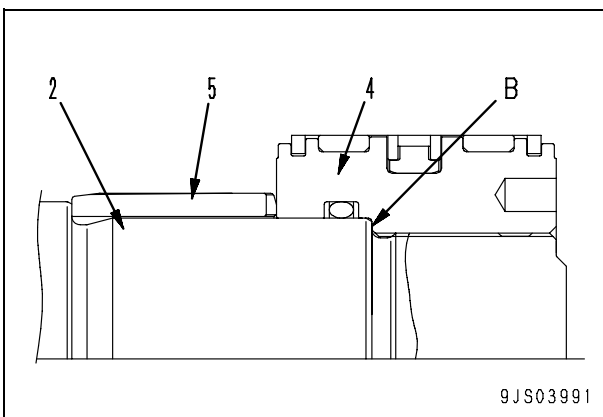
- 2] Tighten screw (3).  
 Screw part female screw side:  
**Loctite No. 262**  
 Screw:  
**58.9 – 73.6 Nm {6 – 7.5 kgm}**
- 3] Caulk thread at 4 places (a) of screw (3) with punch.



- When using a new part for either or both of piston rod assembly (2) and piston assembly (4)

★ For the rod with bottom cushion, mark the cap position on the end surface of rod. (See step 3. 5.)


- Arm cylinder only
- 1] Screw in until piston assembly (4) contacts end surface (B) of rod, then use tool to tighten.  
 Piston assembly:  
**294 ± 29.4 Nm {30 ± 3.0 kgm}**
- ★ After tightening the piston, check that there is play in plunger (5).  
  - Boom, arm cylinder only




- 2] Machine one of the hole used to install screw (3).  
 ★ Align a drill horizontal with the V-groove of the thread of piston rod assembly (2) and piston assembly (4), then carry out machining.  
 ★ For the arm cylinder, avoid the cap machining holes position when machining.  
  - Screw machining dimension (mm)

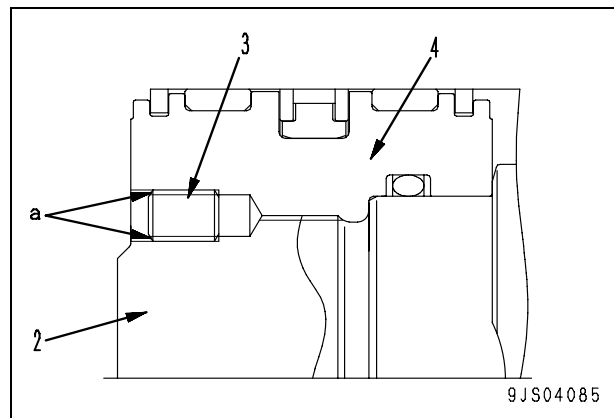
Bottom hole drill diameter	Bottom hole depth	Tap used	Tap depth
10.3	24	12 x 1.75	20

- 3] After machining, wash thoroughly to remove all metal particles and dust.

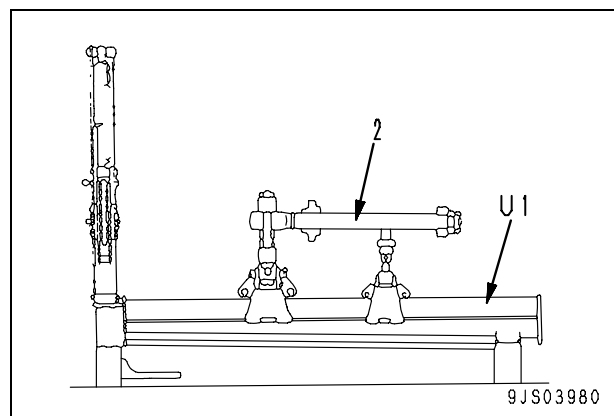
- 4] Tighten screw (3).  
 Screw part female screw side:  
**Loctite No. 262**

 Screw:  
**58.9 – 73.6 Nm {6 – 7.5 kgm}**

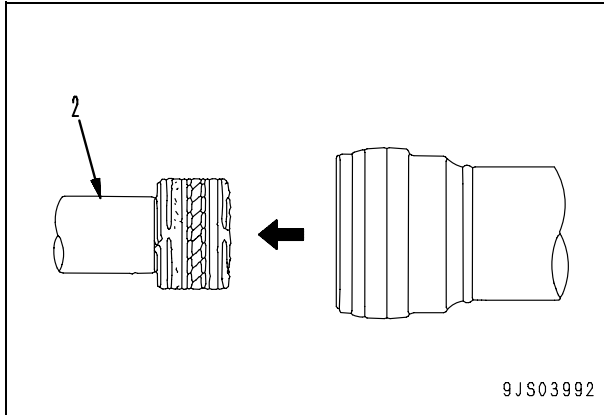
- 5] Caulk thread at four places (a) of screw (3) with punch.



- 7) Set piston rod assembly (2) in tool U1.

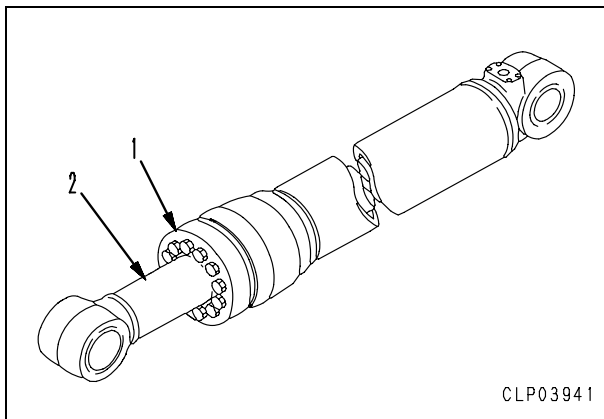


- 8) Assemble the cylinder tube to piston rod assembly (2).
  - ★ Align axial center of the cylinder tube, then insert.
  - ★ Check that the ring is not broken and has not come out, then push in fully.



- 9) Tighten head assembly (1) with mounting bolts.
  - ☞ Mounting bolt:

Cylinder name	Tightening torque
Bucket	270 ± 39 Nm {27.5 ± 4.0 kgm}
Arm	373 ± 54 Nm {38.0 ± 5.5 kgm}
Boom	270 ± 39 Nm {27.5 ± 4.0 kgm}



- 10) Install piping.

## Disassembly and Assembly of Quick Coupler Valve

### Removal of pressure regulating valve

1. The pressure regulating valve (1) can be removed as a complete unit using 26mm spanner.
- In case of malfunction of regulating valve replace the unit.

### REMOVAL OF SOLENOID AND DIRECTIONAL CONTROL VALVE

1. Remove nut 2a using 3/4" spanner.
  2. Remove directional control valve (3) using 7/8" spanner.
- In case of malfunction of the coil or the directional control valve replace them as complete units.

### Installation

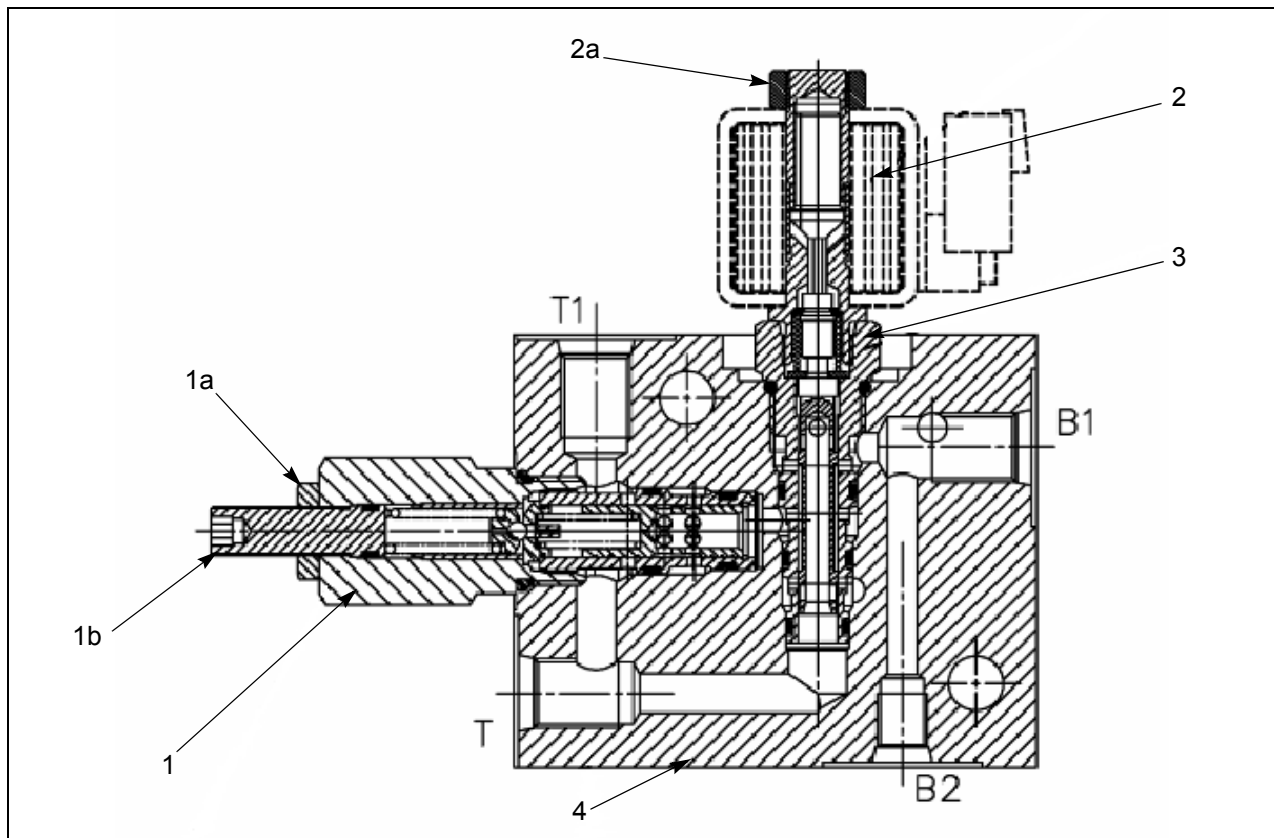
- Install in reverse order to removal.

Tightening torque values for:

Directional control valve (3/4" - 16UNF) - 24 - 36Nm

Solenoid (3/4" hex) - 3.3 - 4.9Nm

Pressure regulating valve (7/8" - 14 UNF, 26A/F) - 40 - 60Nm



- 1 Pressure regulating valve
- 1a Lock nut
- 1b Adjustment screw
- 2 Solenoid
- 2a Nut
- 3 Directional control valve
- 4 Block





PC290LC, 290NLC-8 Hydraulic excavator

Form No. UEN00030-00

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# HYDRAULIC EXCAVATOR

## PC290LC-8 PC290NLC-8

**Machine model      Serial number**

PC290LC-8              K50001 and up  
PC290NLC-8          K50001 and up

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## 50 Disassembly and assembly

### Work equipment

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Work equipment.....	2
Removal and installation of work equipment assembly .....	2

## Work equipment

### Removal and installation of work equipment assembly

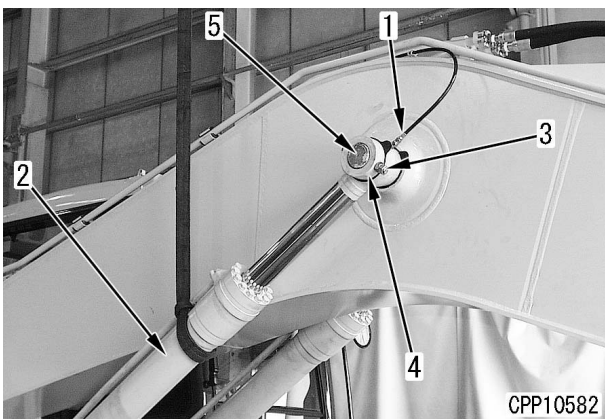
#### Special tools

Symbol	Part number	Part name	Essentiality	Quantity	N/R	Illustration
V	796-900-1200	Remover	■	1		
	• 796-900-1210	• Sleeve		1		
	• 792-900-1520	• Plate		1		
	• 799-900-1230	• Screw		1		
	• 796-900-1240	• Adapter		1		
	• 01643-33080	• Washer		1		
	• 01803-13034	• Nut		1		
	790-101-4000	Puller (490 kN {50 ton} long)	■	1		
790-101-1102	Pump (294 kN {30 ton})	■	1			

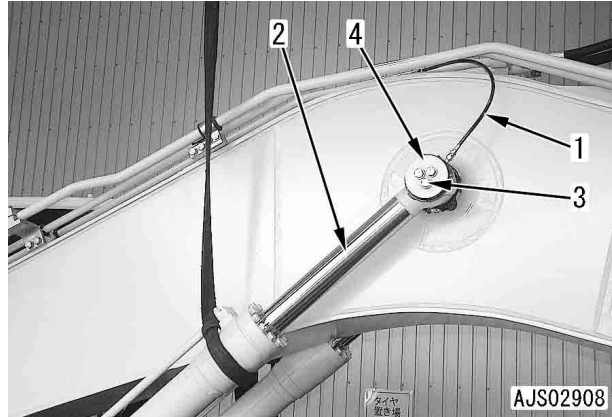
#### Removal

- ⚠ Safely lower the work equipment to the ground by extending the arm and the bucket completely. Set the lock lever in the lock position.
- ⚠ Release the residual pressure in the hydraulic circuit. Refer to the “Releasing residual pressure from hydraulic circuit” section in the Testing and adjusting chapter of this manual.

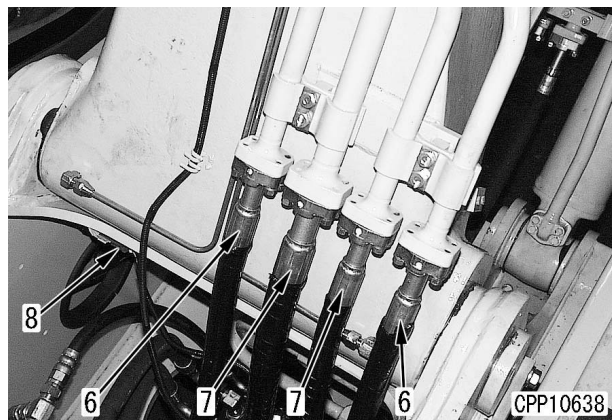
1. Disconnect grease hose (1).
2. Sling boom cylinder assembly (2).



3. Remove lock bolt (3).
4. Remove plate (4) and remove the head pin. [\*1]  
★ Check the number as well as locations of the shims used.



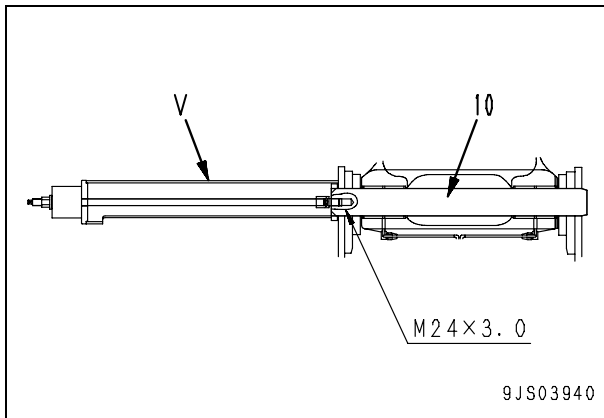
5. Start the engine and then retract the piston rod.  
★ Bind the piston rod with wire etc. and put it down the blocking tools so that the piston rod does not slip out or allot a support so that the cylinder doesn't fall down to the bottom side. If a support is allotted, remove the grease fitting at the bottom side.  
★ Remove the boom cylinder on the other side in the same manner.  
★ If bumping of the lifting hook against the work equipment lamp is anticipated in lifting the work equipment, the lamp must be removed.
6. Disconnect 2 bucket cylinder hoses (6) and 2 arm cylinder hoses (7).  
★ Apply the oil restraining plug and then fix the hoses to the valve side by use of ropes.
7. Disconnect intermediate connector for working lamp A13 (8).



8. Lift the work equipment assembly, remove plate (9) and pin (10) at the foot. [\*2]



- In case to remove using tool **V**  
Remove plate (9) and remove pin (10) at the foot using tool **V**.
- ★ Check the number as well as locations of the shims used.



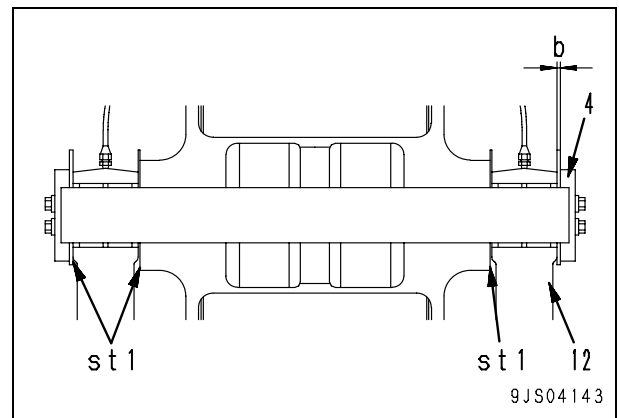
**Installation**

- Installation is done in the reverse order of removal.

[\*1]

- ☞ Inside surface of bushing when assembling pin: **Anti-friction compound (LM-P)**
- ☞ Greasing after assembling the pin: **Grease (LM-G)**

- ★ st1: resin shim (thickness **1.0mm**)
- ★ Adjust clearance (b) between cylinder rod (12) and plate (4) to 1.5mm or less using shims: **1.0 and 2.0 mm**





9. Remove work equipment assembly (11).

Work equipment assembly: **5,240 kg**



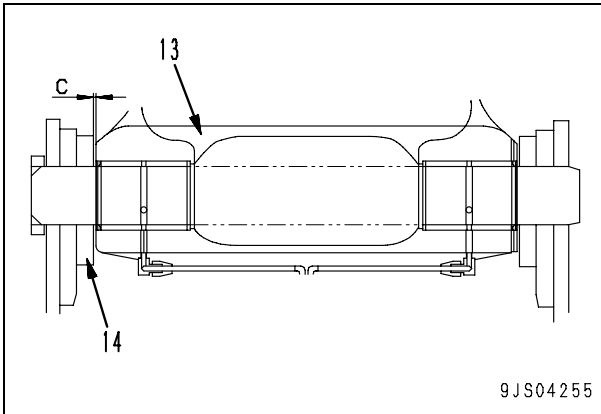
[\*2]

 Inner surface of bushing as assembling the pin: **Anti-friction compound (LM-P)**

 Feed grease after assembling pin:

**Grease (LM-G)**

- ★ Adjust the clearance (c) between the foot's end face of boom (13) and bracket (14) to 1 mm or less by use of shims. Thickness of standard shim: **2.0, 2.5, 3.0 and 3.5 mm**



- **Air bleeding**

Bleed the air from the circuit between the valve and the hydraulic cylinder. For details, see Testing and adjusting, "Bleeding air from each part".

- **Refilling with oil (hydraulic tank)**

Refill hydraulic oil through the oil filler port to the specified level. Let the oil circulate in the hydraulic system by starting the engine. Then check the oil level again.



PC290LC, 290NLC-8 Hydraulic excavator

Form No. UEN00031-00

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# HYDRAULIC EXCAVATOR

## PC290LC-8 PC290NLC-8

### Machine model      Serial number

PC290LC-8	K50001 and up
PC290NLC-8	K50001 and up

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## 50 Disassembly and assembly

### Cab and its attachments

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Cab and its attachments .....	2
Removal and installation of operator's cab assembly .....	2
Removal and installation of operator cab glass (stuck glass) .....	5
Removal and installation of front window assembly.....	15
Removal and installation of floor frame assembly.....	22

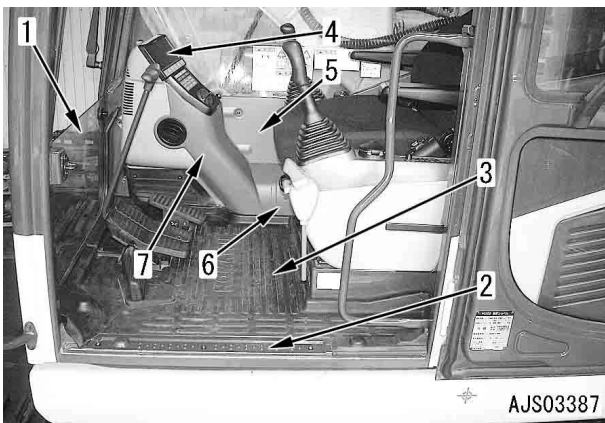
## Cab and its attachments

### Removal and installation of operator's cab assembly

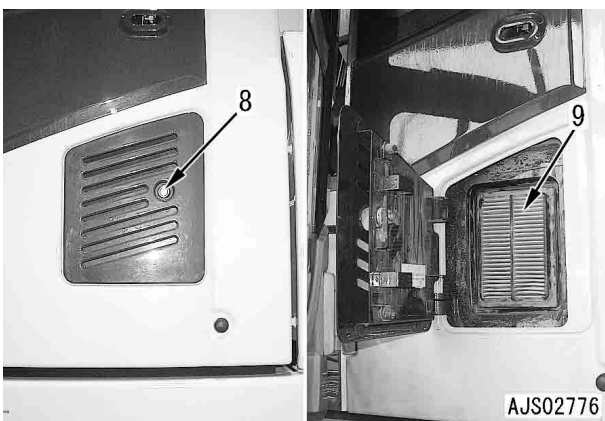
#### Removal

**⚠** Disconnect the negative terminal (-) of the battery before starting the work.

1. Remove front window (1).
2. Remove step plate (2).
3. Remove floor mat (3).
4. Refer to "Removal and installation of monitor assembly", and remove monitor assembly (4).
5. Remove covers (5) and (6).
6. Remove cover duct assembly (7).



7. Insert key (8), turn it right, and open the outside air filter cover.
8. Remove outside air filter (9).

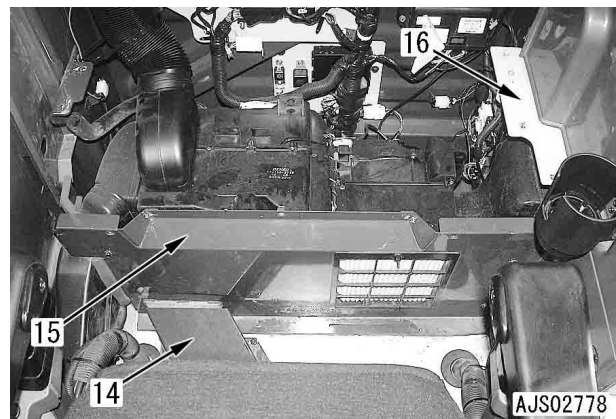


9. Remove rear covers (10) to (13).

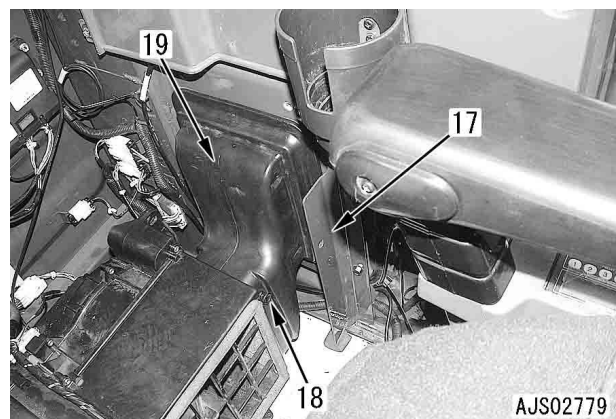


10. Remove duct (14).
11. Remove cover (15).
  - ★ Disconnect connector H15 fixed on the back from the clip.

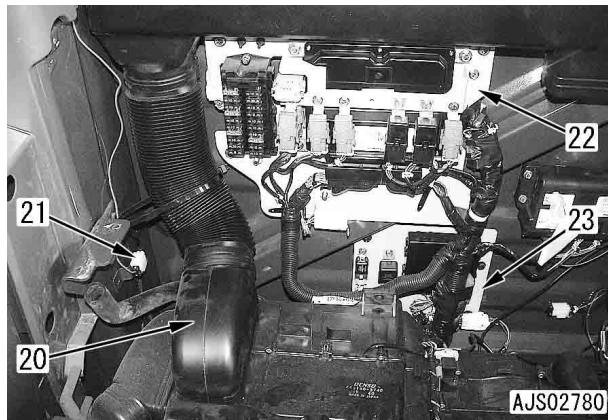
12. Remove plate (16).



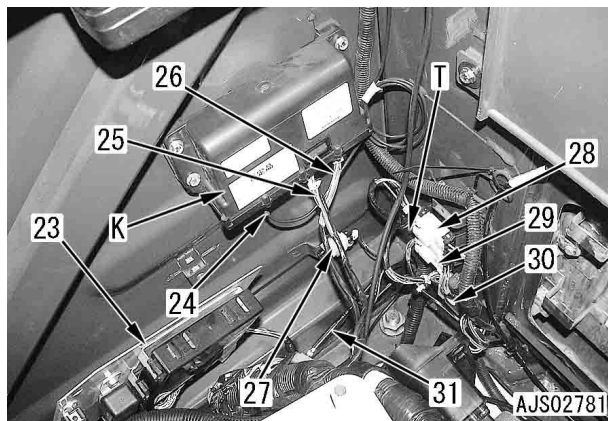
13. Remove plate (17).
14. Remove lock pin (18) and remove duct (19).



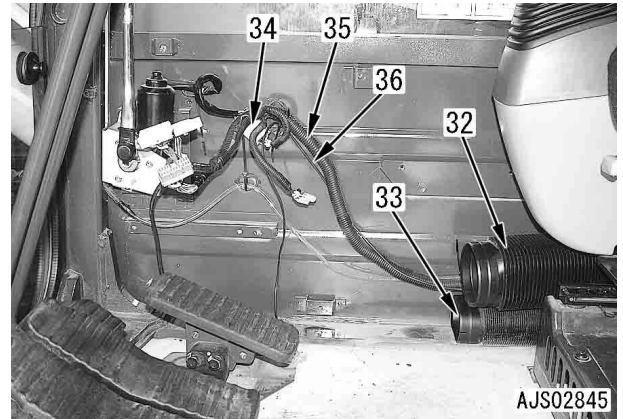
15. Remove duct (20).
16. Disconnect connector L03 (21).
17. Remove plates (22) and (23) from the operator cab.



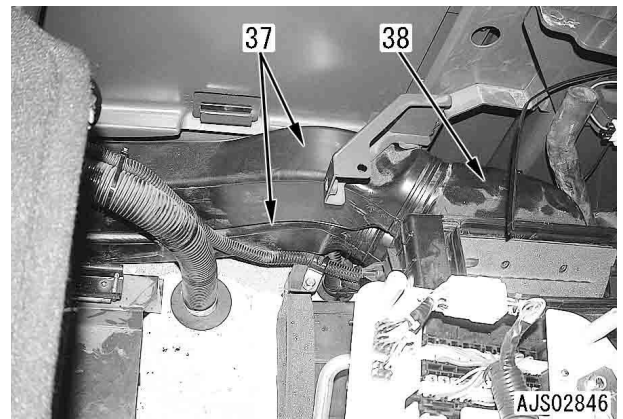
18. Pass over and disconnect antenna (24) from KOMTRAX communication modem (K).
19. Disconnect connectors CK01 (25) and CK02 (26).
20. Disconnect connector M10 (27) from the operator's cab. (If equipped)
21. Disconnect cab wiring intermediate connectors H09 (28), H08 (29), and H16 (30).  
★ Cut tie-wrap (T),
22. Disconnect radio antenna (31).



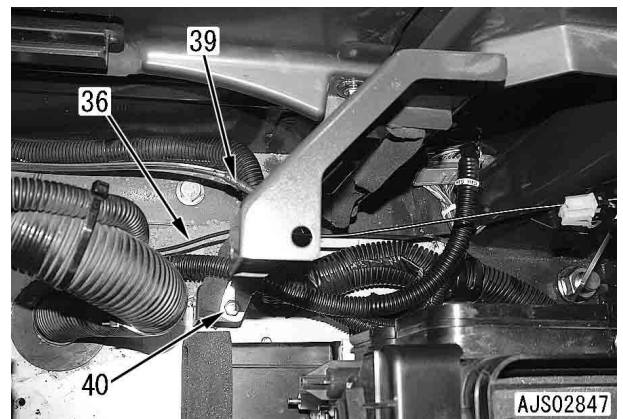
23. Remove ducts (32) and (33).  
★ Cut tie-wrap.
24. Disconnect wiper motor connector M05 (34).
25. Remove harness (35) and antenna (36) from the cab wall.  
★ Cut 2 points of tie-wrap.



26. Remove ducts (37).
27. Remove ducts (38) upper and lower.



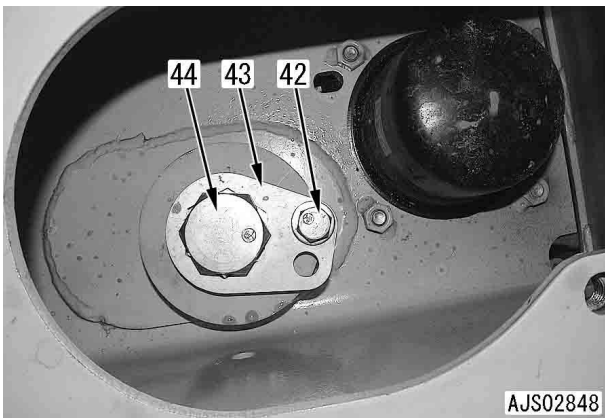
28. Disconnect window washer hose (39).
29. Disconnect harness clamp (40).
30. Haul in antenna (36).



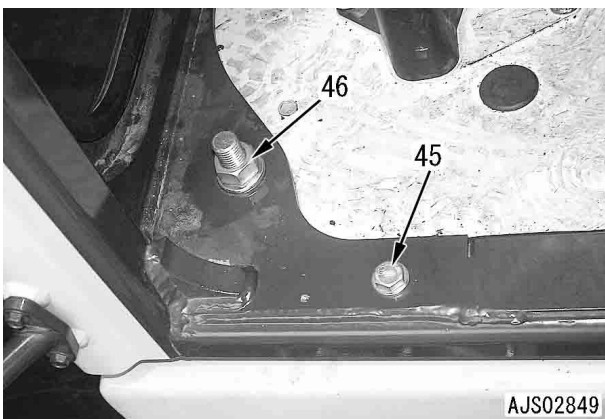
31. Disconnect harness clamp (41) from the right back side of cab.



32. Remove bolt (42) under the cab and remove lock plate (43). [\*1]  
 33. Remove bolt (44). [\*2]



34. Dismount 6 mounting bolts (45) and 4 mounting nuts (46).  
 ★ Check the bolt length beforehand.



35. Lift off and remove operator's cab assembly (47).


 Operator's cab assembly: **570 kg**




**Installation**

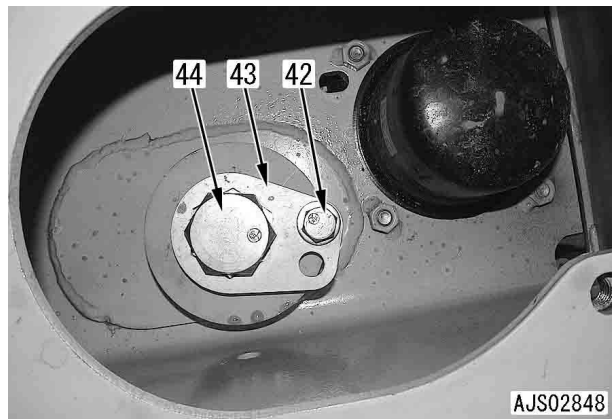
- Installation is done in the reverse order of removal.

[\*1]

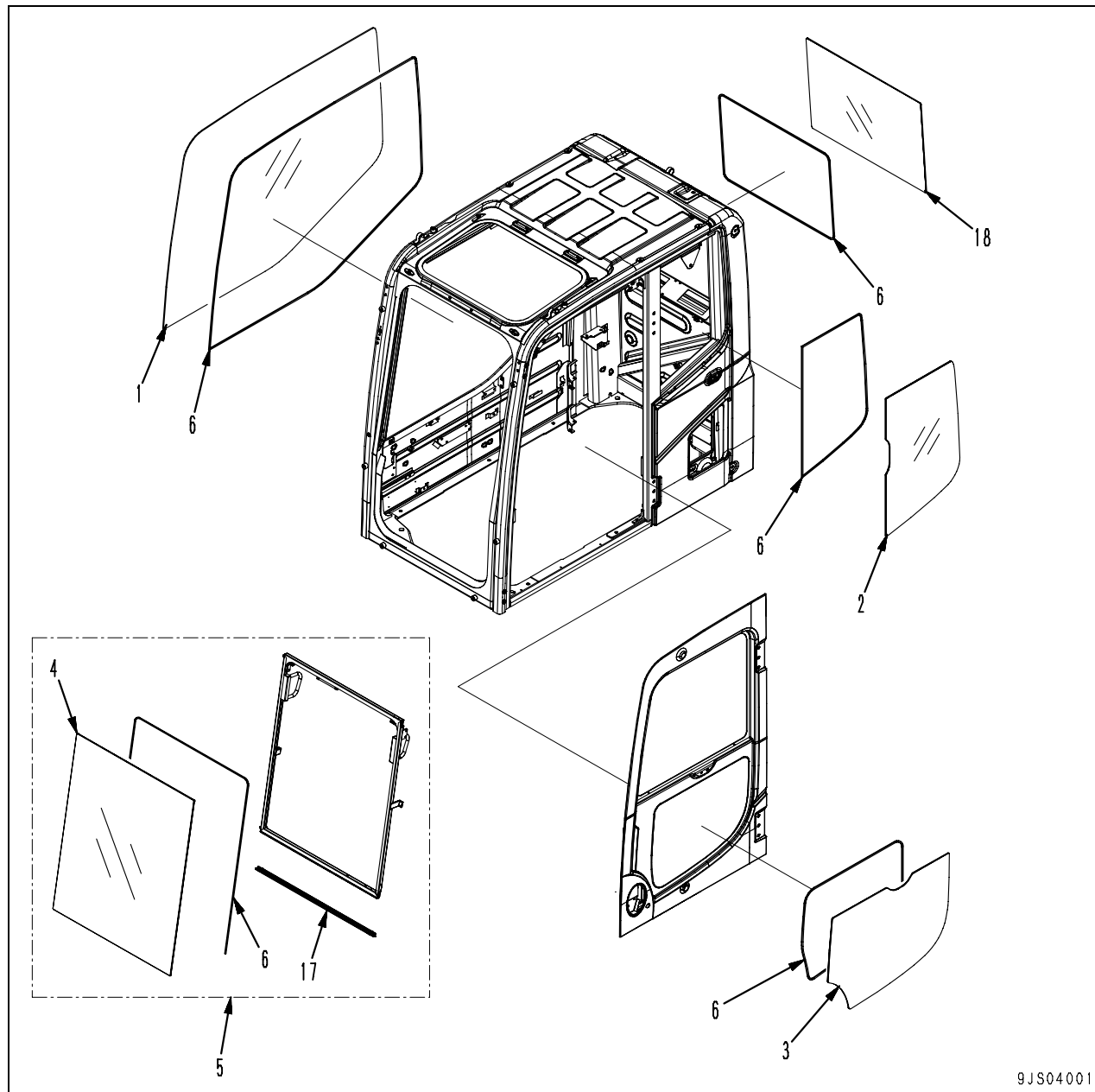
-  Mounting bolt (42) of lock plate (43):  
**98 – 123 Nm {10 – 12.5 kgm}**

[\*2]

-  Bolt (44):  
**245 – 309 Nm {25 – 31.5 kgm}**



### Removal and installation of operator cab glass (stuck glass)



9JS04001

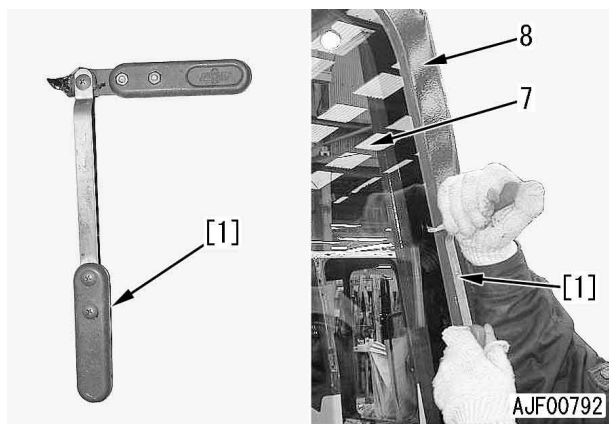
- ★ Among the panes of window glass on the 4 sides of the operator's cab, 5 panes (1) to (4) and (18) are stuck.
  - ★ In this section, the procedure for replacing the stuck glasses is explained.
  - ★ When replacing front window glass (4), remove front window assembly (5). (It is impossible to replace only the front window glass while the front window assembly is installed to the operator's cab.)
  - ★ For the procedure for replacing the front window assembly, see "Removal and installation of front window assembly".
- |   |
|---|
| (1) : Right side window glass                                     |
| (2) : Left side rear window glass                                 |
| (3) : Door lower window glass                                     |
| (4) : Front window glass  |
| (5) : Front window assembly<br>(Front window glass + Front frame) |
| (6) : Dam rubber  |
| (17) : Center trim seal   |
| (18) : Rear glass   |

**Special tools**

Symbol	Part number	Part name	Necessity	Q'ty	N/R	Sketch
X	2	793-498-1210	Lifter (Suction cup)	■	2	
	3	20Y-54-13180	Stopper rubber	■	2	

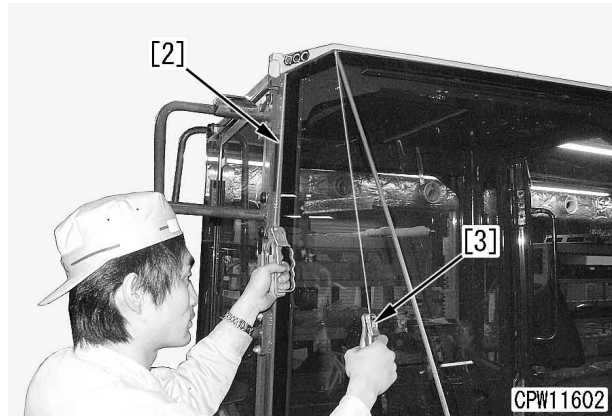
**Removal**

- ★ Remove the window glass to be replaced according to the following procedure.
- 1. Using seal cutter [1], cut the adhesive between broken window glass (7) and operator's cab (metal sheet) (8).



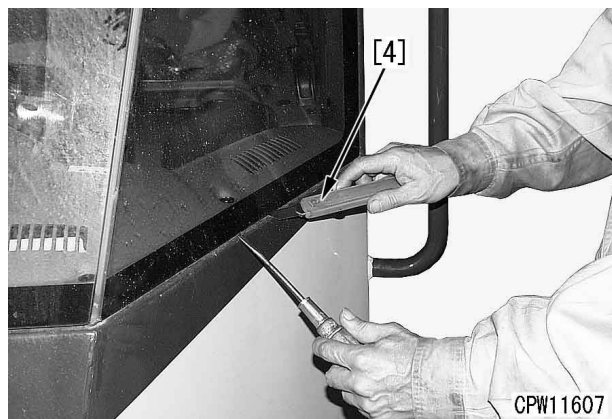
- ★ If a seal cutter is not available, make holes on the adhesive and dam rubber with a drill and pass a fine wire (piano wire, etc.) [2] through the holes. Then, grip the both ends of the wire with pliers [3], etc. (or hold them by winding them onto something) and move the wire to the right and left to cut the adhesive and dam rubber. Since the wire may be broken by the frictional heat, apply lubricant to the wire.

(The figure shows the operator's cab of a wheel loader.)



- ★ If the window glass is broken finely, it may be removed with a knife [4] and a screwdriver.
- ★ Widening the cut with a flat blade screwdriver, cut the dam rubber and adhesive with knife [4].

(The figure shows the operator's cab of a wheel loader.)



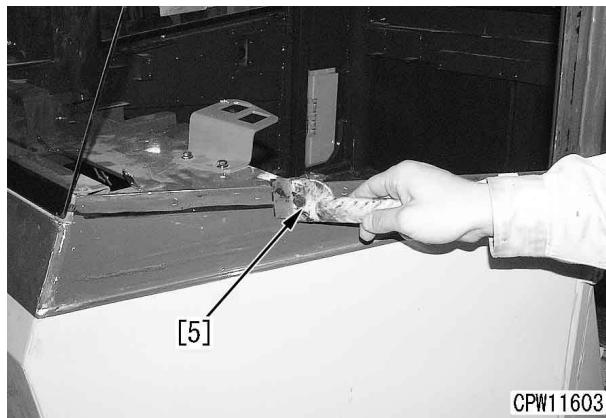
2. Remove the window glass.

### Installation

- Using a knife and scraper [5], remove the remaining adhesive and dam rubber from the metal sheets (glass sticking surfaces) of the operator's cab.

- ★ Remove the adhesive and dam rubber to a degree that they will not affect adhesion of the new adhesive. Take care not to scratch the painted surfaces.  
(If the painted surfaces are scratched, adhesion will be lowered.)

(The figure shows the operator's cab of a wheel loader.)



- Remove oil, dust, and dirt, etc. from the sticking surfaces of cab (8) and window glass (9) with white gasoline.

- ★ If the sticking surfaces are not cleaned well, the glass may not be stuck perfectly.
- ★ Clean the all black part on the back side of the window glass.
- ★ After cleaning the sticking surfaces, leave them for at least 5 minutes to dry.

(The figure shows the operator's cab of a wheel loader.)



- Apply primer (10).
  - ★ The using limit of primer is 4 months after the date of manufacture. Do not use the primer after this limit.
  - ★ Use the primer within 2 hours after unpacking it.

- ★ Even if the primer is packed again just after it is unpacked, use it within 24 hours after it is unpacked for the first time.  
(Discard the primer 24 hours after it is unpacked.)

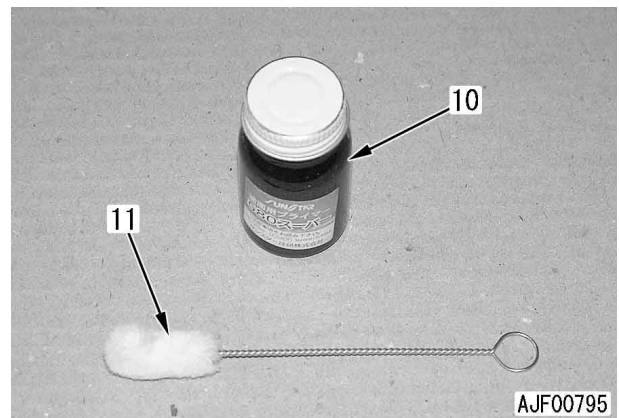
- Stir the primers for both of paint and glass sufficiently before using them.

- ★ If the primer has been stored in a refrigerator, leave it at the room temperature for at least half a day before stirring it.  
(If the primer is unpacked just after taken out of the refrigerator, water will be condensed. Accordingly, leave the primer at the room temperature for a sufficient time.)


- When reusing primer brush (11), wash it in white gasoline.

- ★ After washing the brush, check it again for dirt and foreign matter.

- ★ Prepare respective brushes for the paint primer and glass primer.

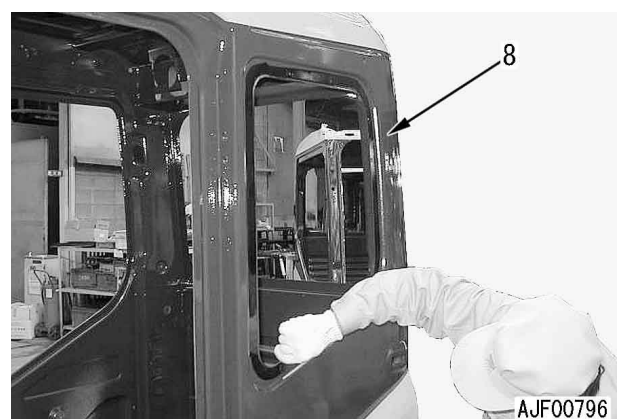


- Evenly apply the paint primer to the surfaces to stick dam rubber and its outside surfaces to apply adhesive on operator's cab (8).

 Paint primer:

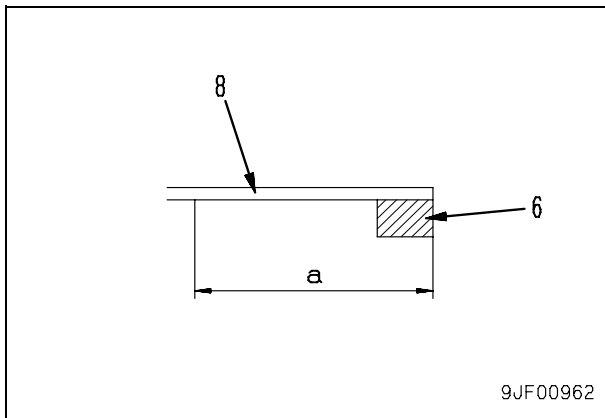
#### Sunstar primer for painting plane 580 super

- ★ Do not apply the primer more than 2 times.  
(If it is applied more than 2 times, its performance will be lowered.)

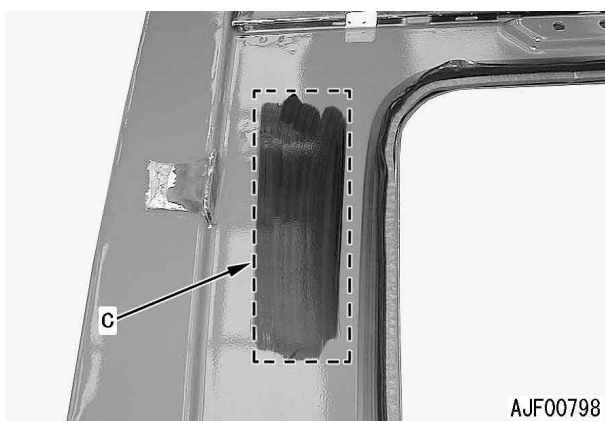
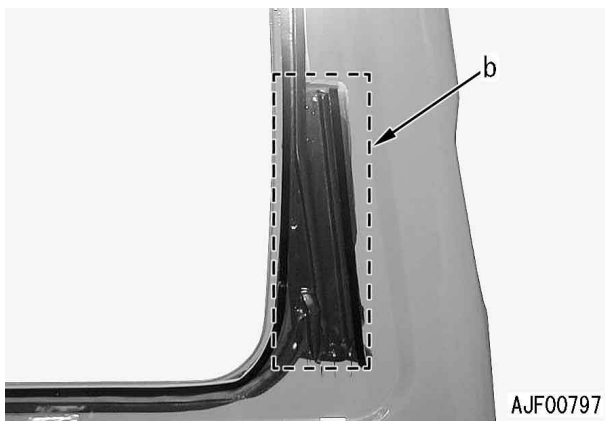




- ★ Parts to be coated with primer; Apply the primer all over dimension (a).
- Dimension to apply primer (a): **25 mm**



- ★ In addition to the above parts, additionally apply the primer to right side window glass (1) and door lower window glass (3).
- Range to apply primer additionally for right side window glass (1): (b)
- Range to apply primer additionally for door lower window glass (3): (c)
- ★ After applying the primer, leave it for at least 5 minutes (within 8 hours) to dry.



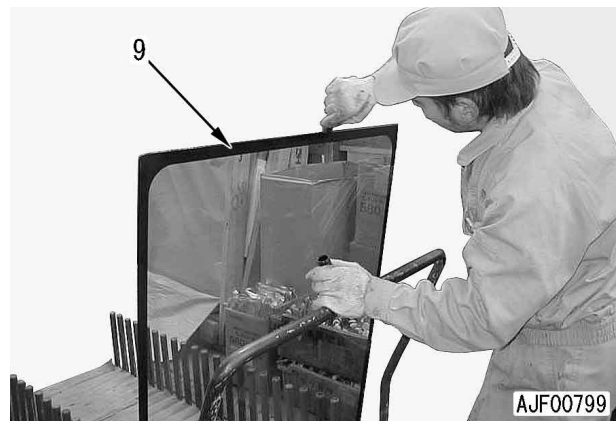
- ★ Never apply the wrong primer. If the glass primer, etc. is applied by mistake, wipe it off with white gasoline.

4) Apply the glass primer to the sticking surfaces of window glass (9).

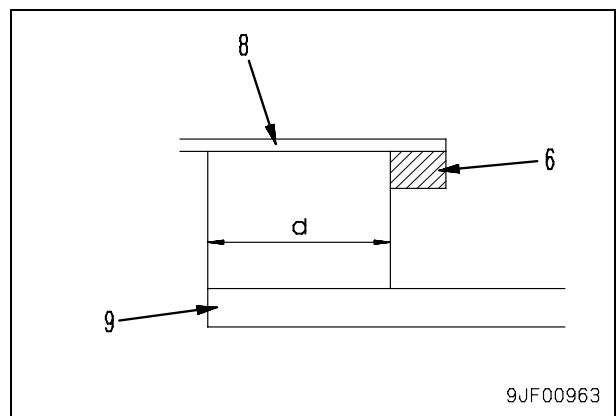
Glass primer;

**Sunstar primer for glass 580 super**

- ★ Do not apply the primer more than 2 times. (If it is applied more than 2 times, its performance will be lowered.)



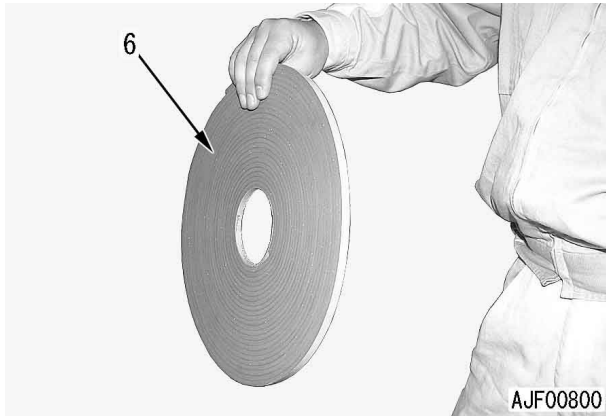
- ★ Parts to be coated with primer; Apply the primer to all around of sticking surface (d) of window glass (9) for dam rubber (6) installation position and operator's cab (8).
- ★ Do not apply the primer to the boarder about 5 mm wide between the black part and transparent part of the glass.
- ★ After applying the primer, leave it for at least 5 minutes (within 8 hours) to dry.
- ★ Never apply the wrong primer. If the paint primer, etc. is applied by mistake, wipe it off with white gasoline.





4. Stick dam rubber (both-sided adhesive tape) (6) along the inside edge of the glass sticking section.

- ★ Do not remove the release tape of dam rubber on the glass sticking side before sticking the glass.
- ★ When sticking the dam rubber, do not touch the cleaned surface to the utmost.
- ★ Exercise care should be taken not to float the dam rubber of each sticking corner.

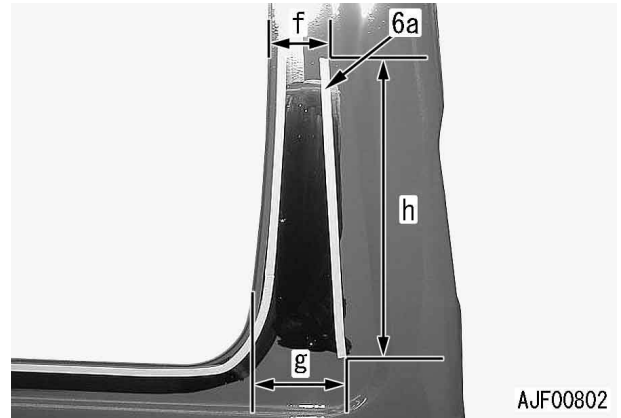


- ★ When sticking dam rubber (6) around a frame, do not lap its finishing end over the starting end. Or, make clearance of about 5 mm between them (e).

1) Stick dam rubber (6) for right side window glass (1) to the position as shown in the figure.



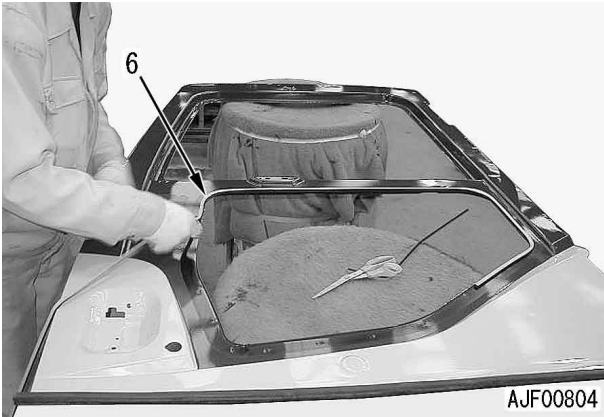
- ★ Stick dam rubber (6a) additionally to right side window glass (1).
- Positions to stick additional dam rubber to the right side window glass:  
(f): 50 mm  
(g): 90 mm  
(h): 250 mm



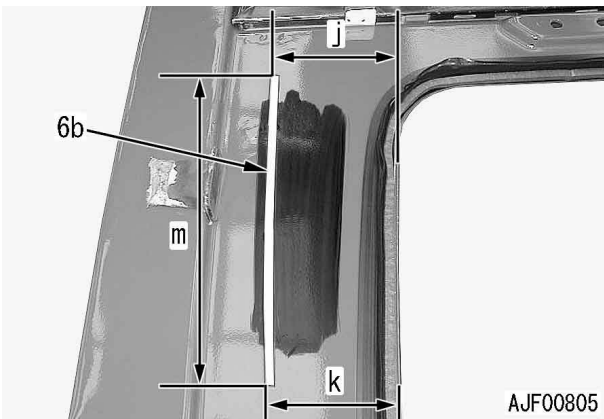
2) Stick dam rubber (6) for left side window glass (2) to the position as shown in the figure.



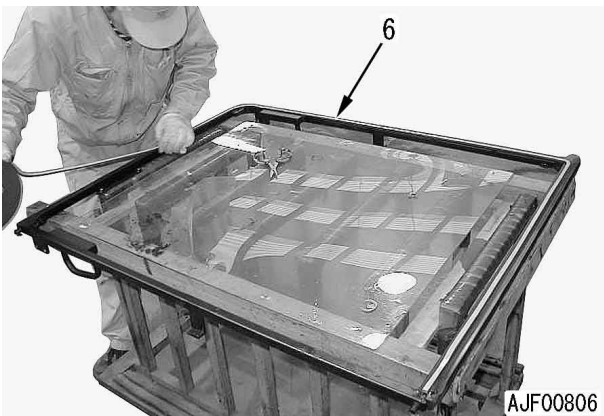
- 3) Stick dam rubber (6) for door lower window glass (3) to the position as shown in the figure.



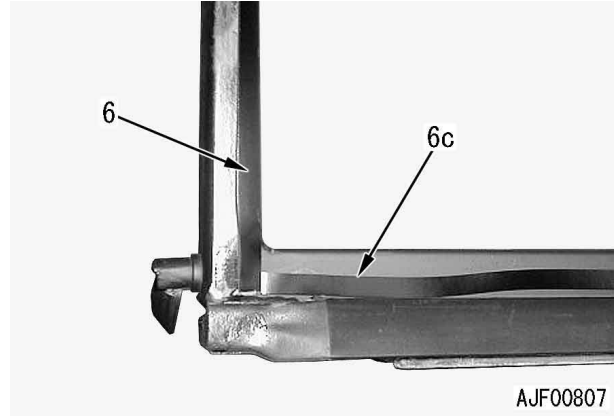
- ★ Stick dam rubber (6b) additionally to door lower window glass (3).
  - Positions to stick additional dam rubber to the door lower window glass:
    - (j) : 110 mm
    - (k) : 90 mm
    - (m) : 200 mm



- 4) Stick dam rubber (6) for front window glass (4) to the position as shown in the figure.

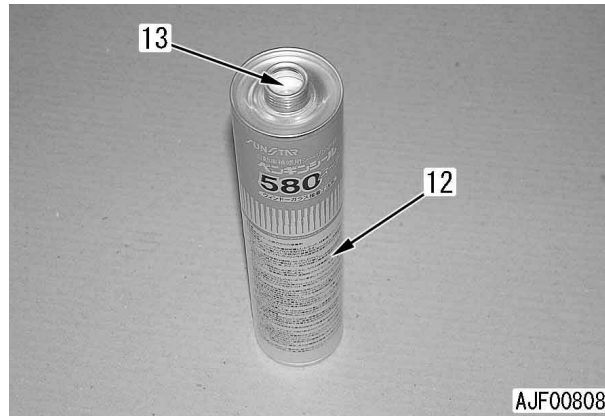
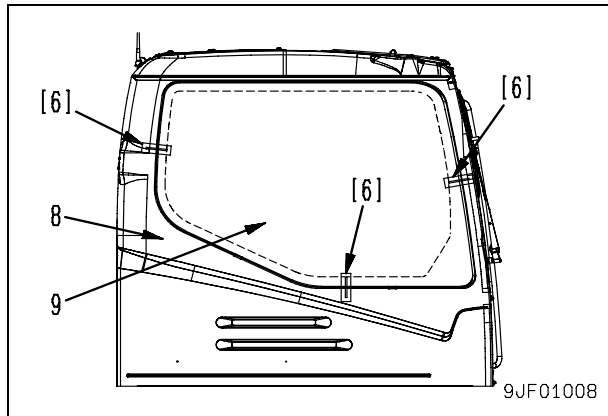


- ★ Stick dam rubber (6c) of the lower side of the front window glass along the outside edge of the lower line, differently from other dam rubbers (6). (If it is stuck along the inside, it will be seen through the transparent part of the glass.)

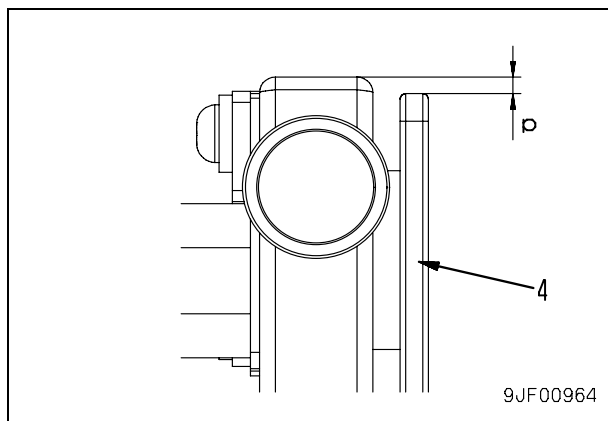


5. Position the new window glass.
  - 1) Check the clearance between the window glass and the operator's cab on the right, left, upper, and lower sides, and then position the window glass to be the clearances evenly.
  - 2) Stick tapes [6] between window glass (9) and operator's cab (8) and draw positioning line (n).
    - ★ Stick tapes [6] for positioning to 3 points, that is, right, left and lower parts of the right side window glass, left side rear window glass, and door lower window glass for accurate positioning.
  - 3) Cut the tape between window glass (9) and operator's cab (8) with a knife, etc. and then remove the window glass.
    - ★ Do not remove the tapes left on the window glass and the operator's cab before installing the window glass.

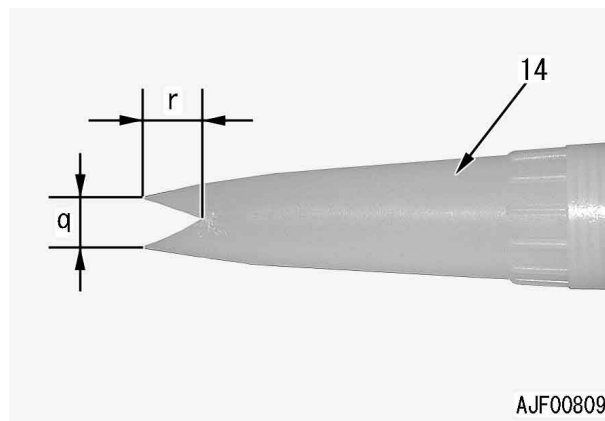




- ★ When positioning front window glass (4), set its horizontal position to the frame width.  
And set its vertical position to make the height difference (p) between the frame top and the front window glass (4) 3 mm.

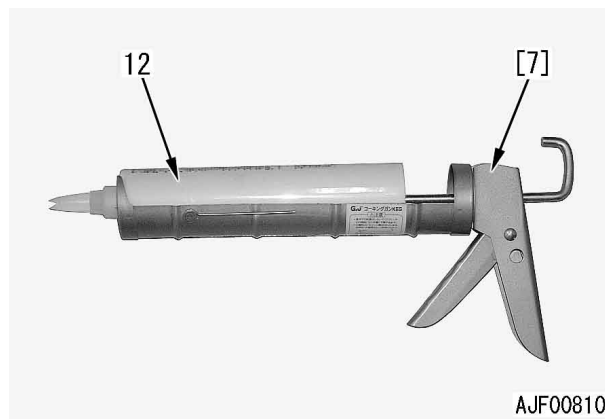


- 2) Cut the tip of adhesive nozzle (14) so that dimensions (q) and (r) will be as follows.
  - Dimension (q): 10 mm
  - Dimension (r) : 15 mm

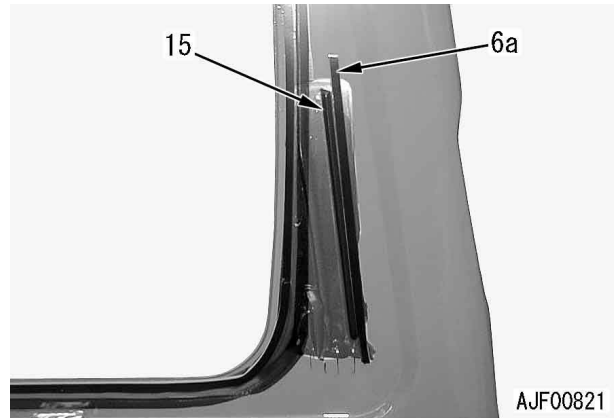
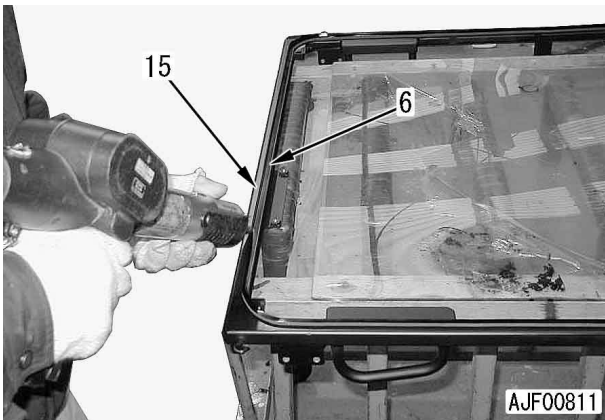


6. Apply adhesive.
  - ★ Use either of 2 types of adhesives according to the season.
    - 🔪 Adhesive (Apr. to Oct.):  
**Sunstar penguin seal 580 super "S"**
    - 🔪 Adhesive (Oct. to Apr.):  
**Sunstar penguin seal 580 super "W"**
  - ★ The using limit of the adhesive is 4 months after the date of manufacture. Do not use the adhesive after this limit.
  - ★ Keep the adhesive in a dark place where the temperature is below 25°C.
  - ★ Never heat the adhesive higher than 30°C.
  - ★ When reusing the adhesive, remove the all hardened part from the nozzle tip.
- 1) Break aluminum seal (13) of the outlet of adhesive cartridge (12) and install the nozzle.

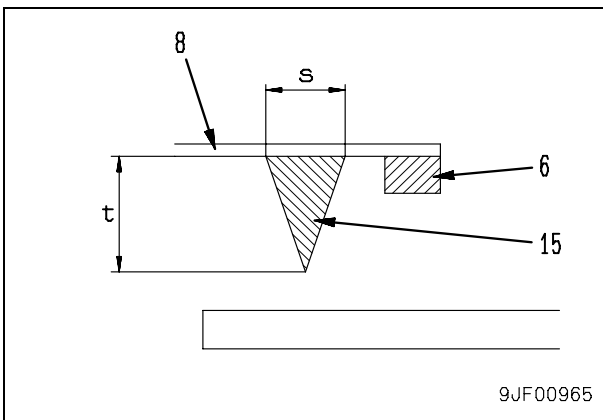
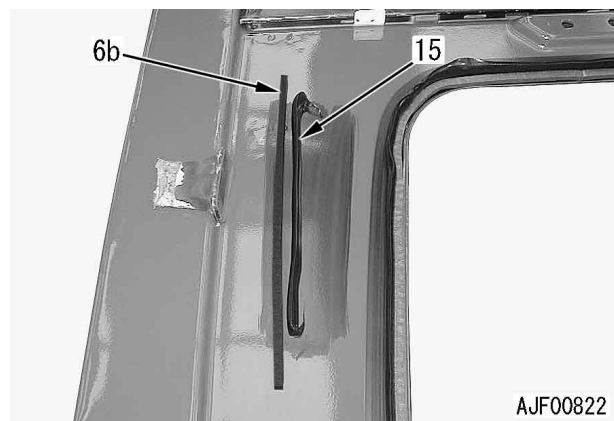
- 3) Set adhesive cartridge (12) to caulking gun [7].
  - ★ An electric caulking gun is more efficient.



- 4) Remove the release tape of dam rubber on the glass adhesive side.
- 5) Apply adhesive (15) to the outside of dam rubber (6) of the operator's cab.



- ★ Apply adhesive (15) with dimensions (s) and (t) for dam rubber (6) of operator's cab (8).
  - Dimension (s) : 10 mm
  - Dimension (t) : 15 mm
- ★ Apply adhesive (15) higher than dam rubber (6).
- ★ Apply the adhesive evenly with same height level.

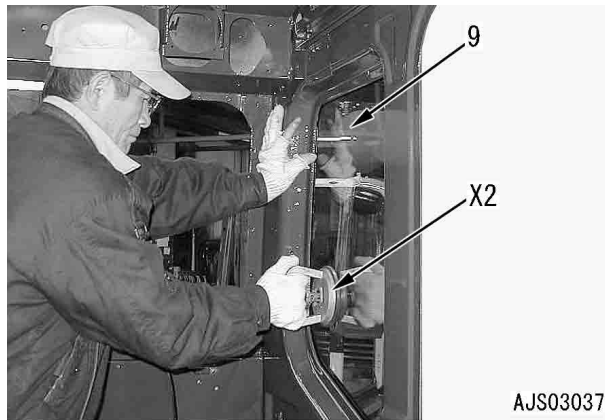


7. Install the window glass.
  - 1) Install window glass (9), matching it to the lines of the positioning tapes drawn in step 5.
    - ★ Since the window glass cannot be removed and stuck again, stick it with utmost caution.
    - ★ Stick the glass within 5 minutes after applying the adhesive.
  - 2) After sticking window glass (9), press all around of it until it sticks to the dam rubber closely.
    - ★ Press the corners of the window glass firmly.

- ★ Apply adhesive (15) additionally to additional dam rubber (6a) of right side window glass and additional dam rubber (6b) of door lower window glass.



- ★ You can perform this work efficiently by pulling window glass (9) from inside of the operator's cab with suction cup X2.

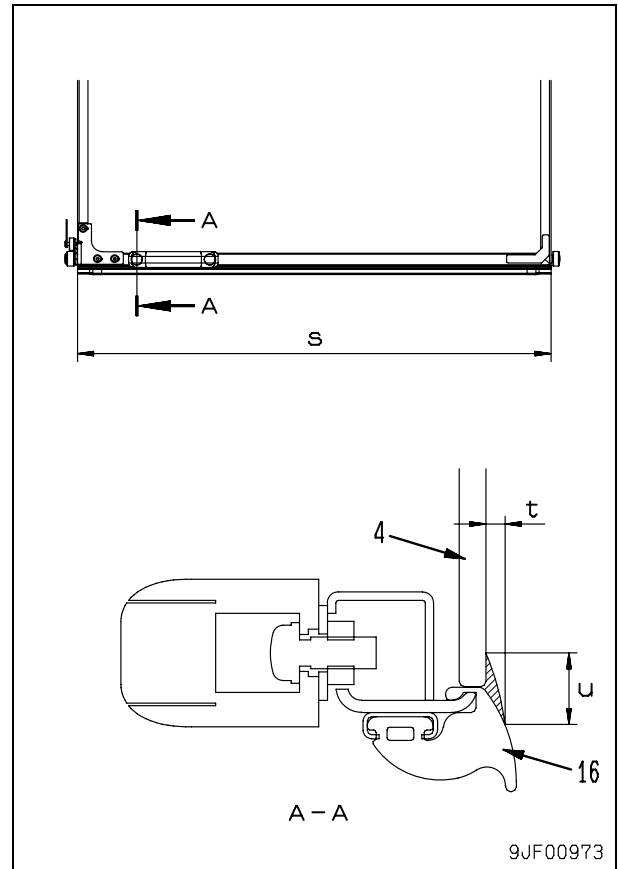


- ★ After installing front window glass (4), fill the clearances between it and center trim seal (16) with caulking material in range (s) with dimensions (t) and (u).  
After applying the primer to glass (4) of section A-A, apply the adhesive as caulking material.

- Caulking dimension (t) : 2 mm
- Caulking dimension (u) : 5 mm

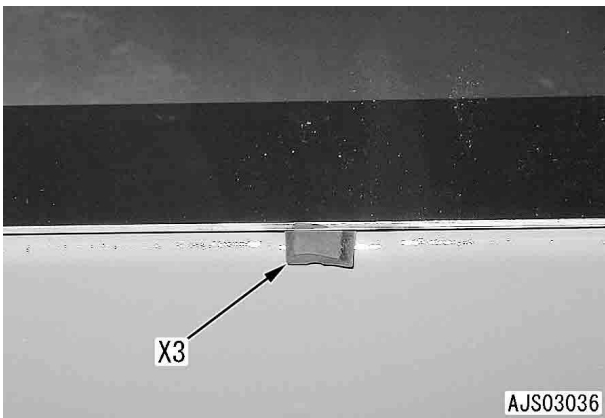
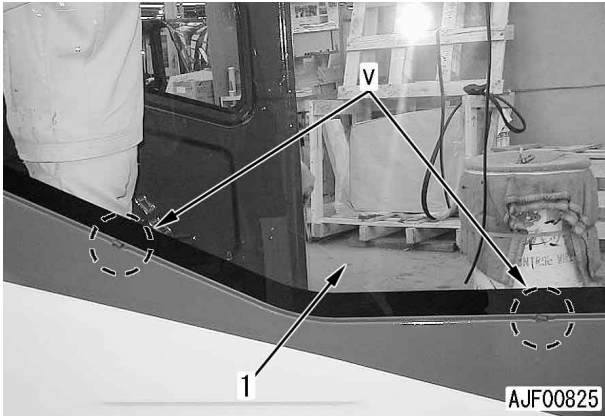
- ★ When caulking, mask the glass side and form the adhesive with a rubber spatula as shown in the figure.
- ★ Wipe off the projected adhesive.

- 🔪 Glass primer;  
**Sunstar primer for glass 580 super**
- 🔪 Adhesive:  
**Sunstar penguin seal 580 super "S" or "W"**



## 8. Fix the window glass.

- 1) After installing right window glass (1) to the operator's cab, insert stopper rubbers **X3** to 2 places (v) at the bottom of the glass to fix the glass.



- 2) By using styrene foam blocks [9] and rubber bands [10], fix the window glass and the dam rubber to fit them completely.



9. After installing the window glass, remove any excess of the primer and adhesive from the operator's cab and window glass.

- ★ By using the white gasoline, wipe off the adhesive before it is dried up.
- ★ When cleaning the glass, do not give an impact on it.

10. Protect the stuck window glass.

- 1) Keep the stopper rubbers, styrene foam blocks, and rubber bands installed for 10 hours.  
(at temperature of 20°C and humidity of 60%)
- 2) After removing the stopper rubbers, styrene foam blocks, and rubber bands, wait at least 14 hours, that is, at least 24 hours in total, before operating the machine actually.

## Removal and installation of front window assembly

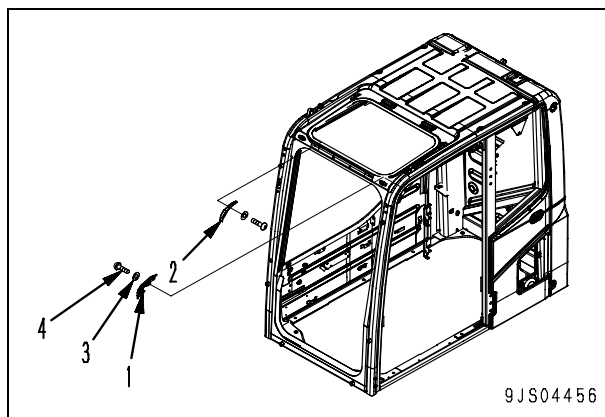
**⚠ Lower the work equipment completely to the ground and stop the engine.**

- ★ To replace the front window glass, the front window assembly must be removed from the operator's cab. The procedure for removing and installing the front window assembly (front frame and front window glass) is explained below.

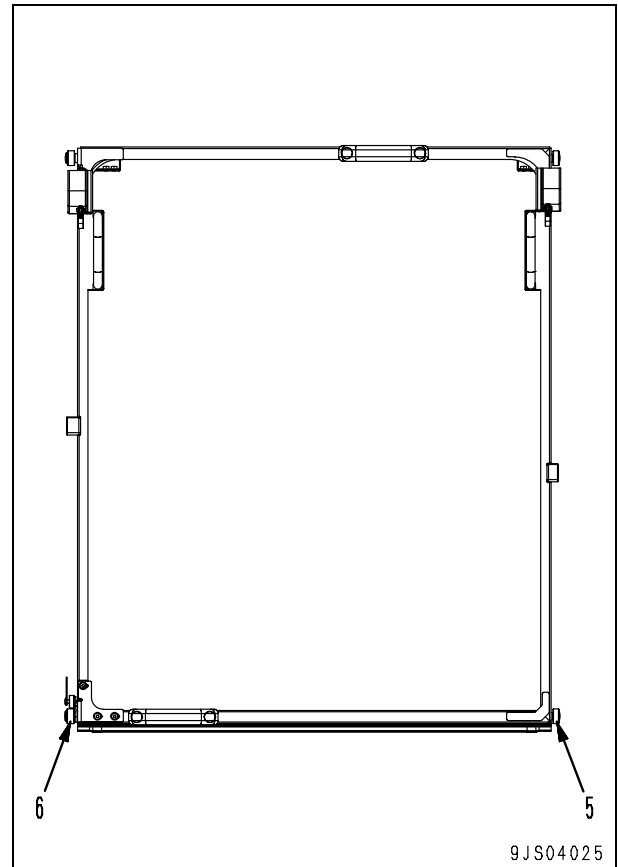
### Removal

1. Raise the front window assembly to the ceiling and fix it with the rear locks (on both sides).
2. Remove left corner block (1) and right corner block (2). [<sup>\*1</sup>]

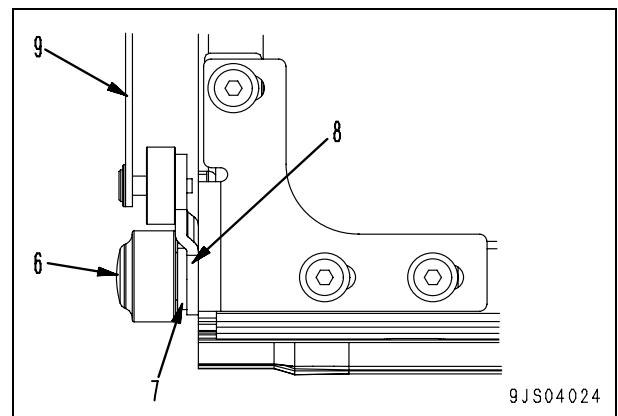
- ★ Mounting bolt (4) and washer (3) for left corner block are used to hang the pull-up assist cable in the following step 6.

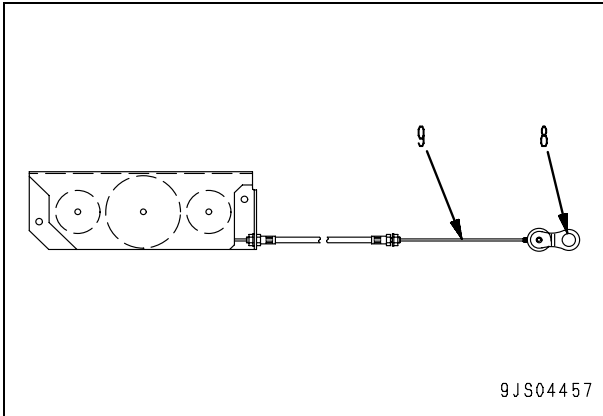


3. Release the rear lock of the cab.
4. Lower the front window assembly carefully a little. Put out rollers (5) and (6) under the both sides of the front window through the portion from which the corner blocks were removed in the above step 2 (the portion where the rail is open) and hold them.
5. Remove rollers (5) and (6) under the both sides of the front window.

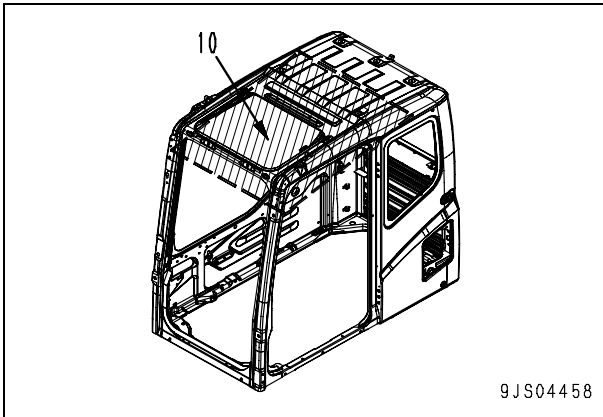


6. Remove left lower pin (7). [<sup>\*2</sup>]
  - ★ By removing left lower pin (7), plate (8) at the end of pull-up assist cable (9) comes off.
  - ★ Hang plate (8) on the mounting bolt of left corner block (use washer) and set in place.
  - ⚠ **The return load of 58.8 N {6 kg} is applied to the rear of the operator's cab. Accordingly, take care when removing left lower pin (7) to disconnect pull-up assist cable (9).**

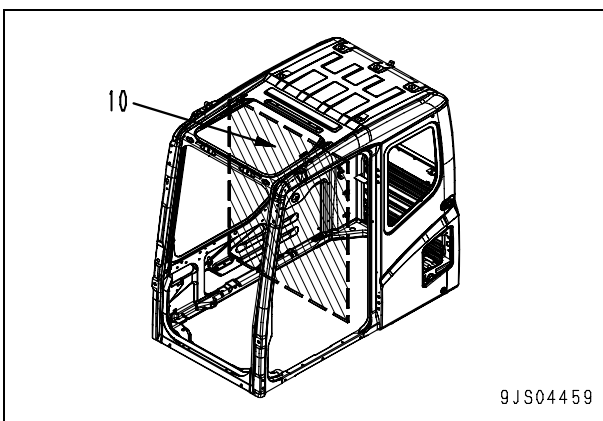




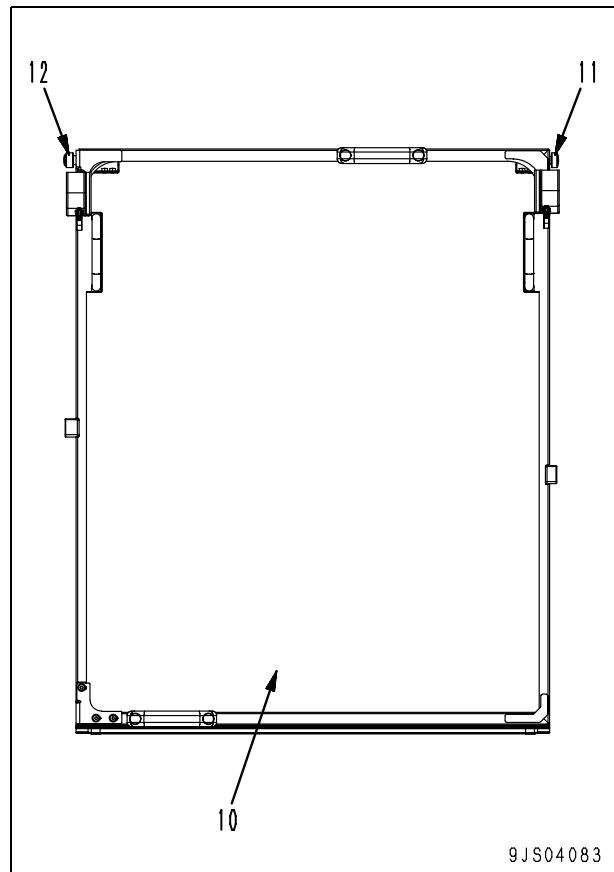
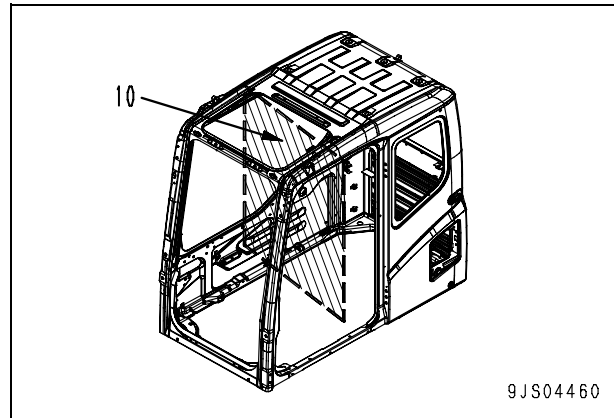
7. Pull out the bottom of front window assembly (10) through the rail opening portion and lower it gradually.



8. Lower front window assembly (10) completely.
  - ★ Do not let the front window assembly touch the monitor.



9. Twist front window assembly (10) to the right and left to remove both upper rollers (11) and (12) from the rails, and then remove front window assembly (10).



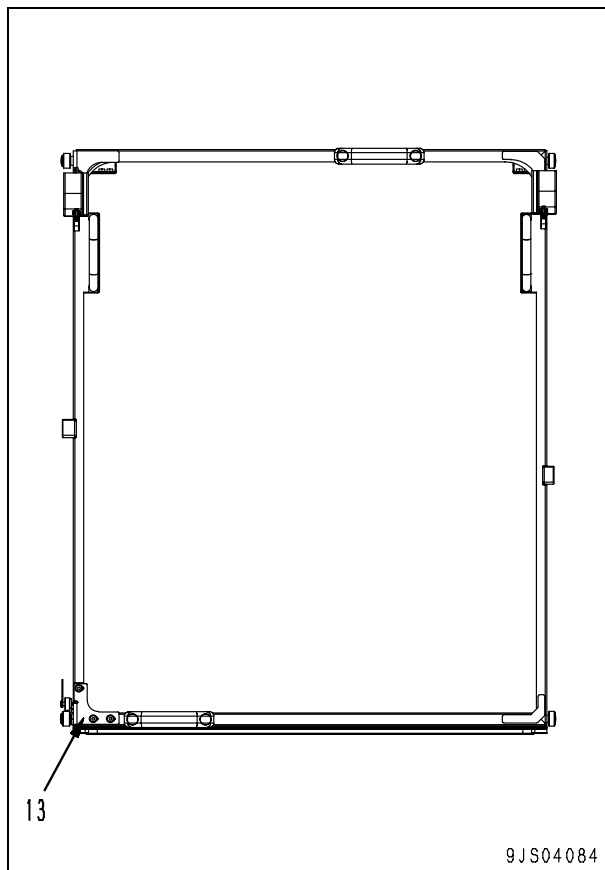


### Installation

- Carry out installation in the reverse order to removal.

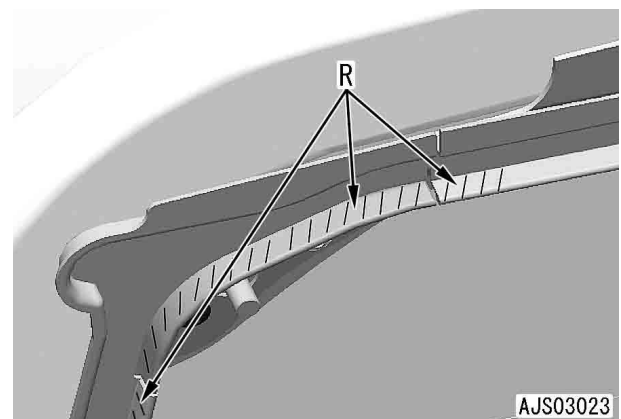
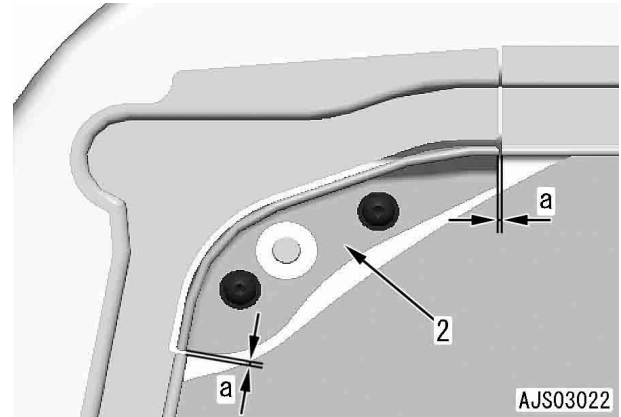
[\*1]

- Adjust opening and closing of the front window assembly according to the following procedure.
    1. Open and close the front window to check that it does not interfere with the rails and that the rollers are not hitched.
    2. If there is any problem in opening and closing of the front window, loosen the mounting bolt of roller adjustment bracket (13) and adjust the condition of the front window, and then tighten the mounting bolt again.
      - ★ Make sure that bracket (13) is not mounted on the angle.
- 🔧 Mounting bolt: **34.3 Nm {3.5 kgm}**

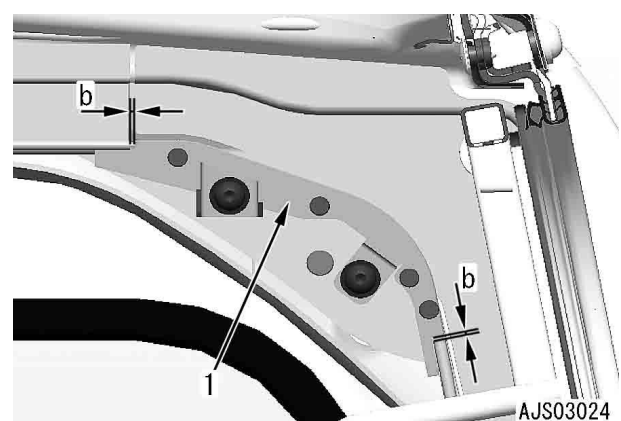


3. Raise the front window assembly and fix it with the rear locks (on both sides).
  - ★ Check that the locks in the rear of the operator's cab are securely fastened.
4. Install right corner block (2).
  - ★ Fully tighten the block after adjusting the "Close" position in the following step 6.

- ★ Install the right corner block so that clearance (a) between the rail and right corner block (2) becomes 0 – 2.0 mm.
- ★ Install the right corner block so that there is no level difference at the rolling surface (R) of the roller.

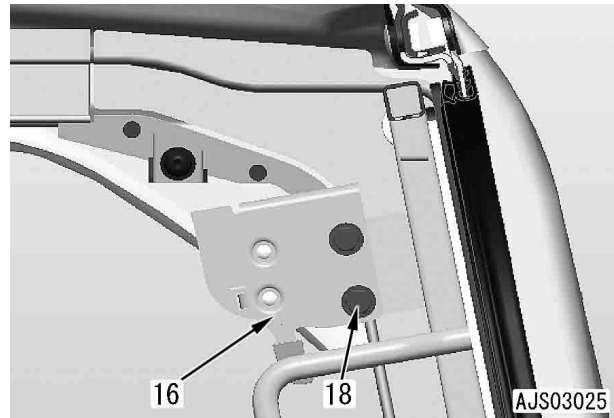
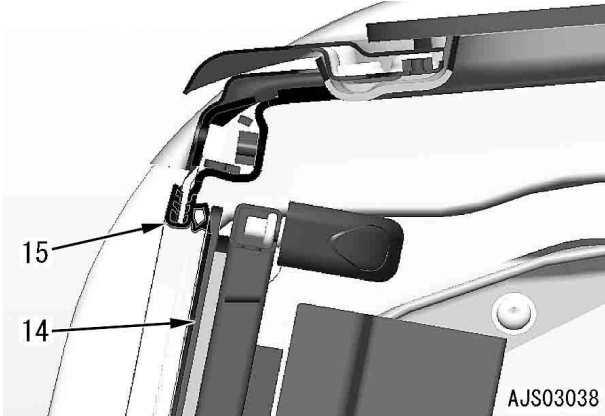


5. Install left corner block (1).
  - ★ Fully tighten the block after adjusting the "Close" position in the following step 6.
  - ★ Install the left corner block so that clearance (b) between the rail and left corner block (1) becomes 0 – 2.0 mm.
  - ★ Install the right corner block so that there is no level difference at the rolling surface (R) of the roller. (Refer to the above figure.)



6. Adjust the "Close" position of the front window assembly lock according to the following procedure.

- 1) Tighten left and right corner blocks (1) and (2) at roughly right positions so that front window glass (14) is attached firmly to cab-side trim seal (15).



7. After the adjustment, splash water heavily over the front window glass and check that the water does not leak into the cab.

2) Check the working condition of right and left locks (16) and (17) when opening and closing the front window assembly.

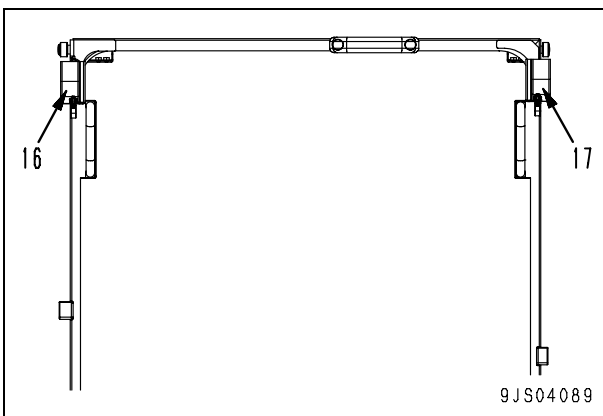
- If right and left locks (16) and (17) do not work normally.

- 1] Loosen lock fitting bolt (18), move lock (16) forward, and then tighten the bolt again.

★ The same applies to the right side.

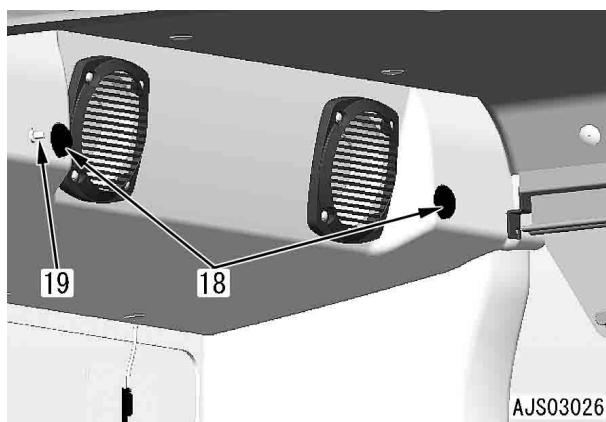
- 2] After moving the lock, recheck the fitness of front window glass (14) and cab-side trim seal (15) which was checked in step 1).

- 3] Repeat the work in 1] and 2] until the fitness of the front window glass and the working condition of locks (16) and (17) are both acceptable, and then tighten the mounting bolts of the right and left corner blocks.



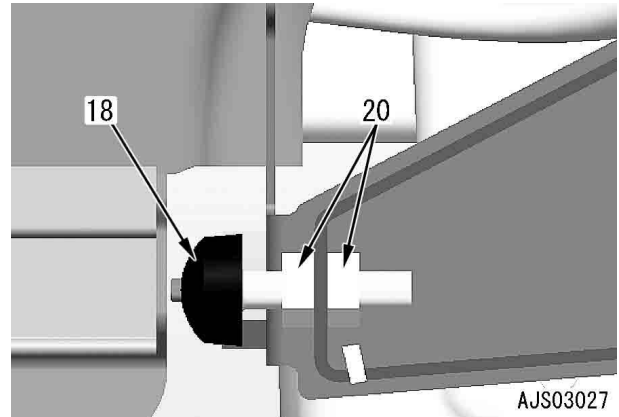
8. Adjust the "Open" position of the front window assembly lock.

- 1) After adjusting the "Close" position of the front window assembly lock in steps 6 and 7, raise the front window assembly to the ceiling.
- 2) Set the front window assembly locks at the both sides of rear of the operator's cab to the "Open" position, and then check the following items.
  - Check the working condition of right and left locks (16) and (17) (as explained above).
  - Front window assembly must be in contact with the right and left rubber stoppers (18) and furthermore, must be pushing them backward for 1.5 – 3.0 mm.
  - The front window assembly must be pushing the limit switch (19) backward for 4 – 7 mm.
  - ★ The position of limit switch (19) cannot be adjusted. Therefore, the "Open" position of the front window assembly is decided within the range where this switch works.
  - ★ Limit switch (19) is used to prevent the windshield wiper from moving when turning the wiper switch on by mistake when the front window assembly is in "Open" position. If the wiper operates when there is no glass in the front, the wiper falls down inside the cab and causes trouble. To check whether limit switch (19) is working, turn the key switch on and see that, even if the wiper switch is turned on, the wiper does not operate when the front window assembly is in "Open" position.

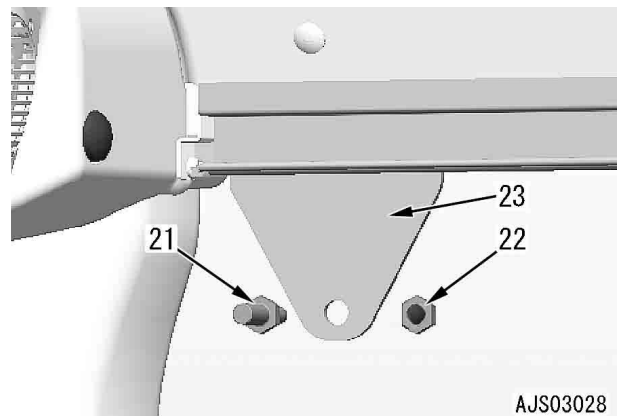


- After checking the above items, if it becomes necessary to do the adjustment.

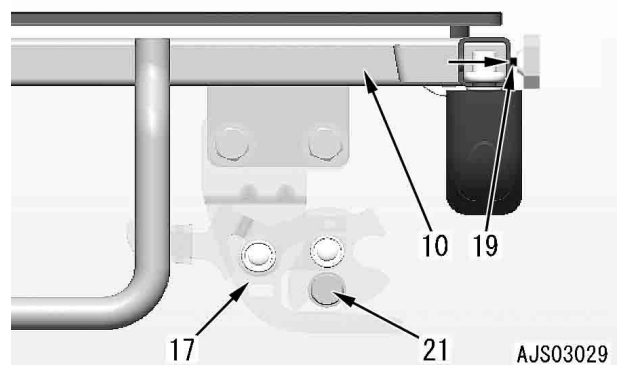
- 3) Close front window assembly (10).
- 4) Loosen locknut (20) of right and left side of rubber stoppers (18), and then pull back both rubber stoppers (18) so that they won't contact with the front window assembly when it is in "Open" position.



- 5) Loosen both sides of locknuts (22), and adjust the position of striker bolt (21).
  - ★ Striker bolt (21): M10, inner diameter of plate (23):  $\phi 14.5$  mm

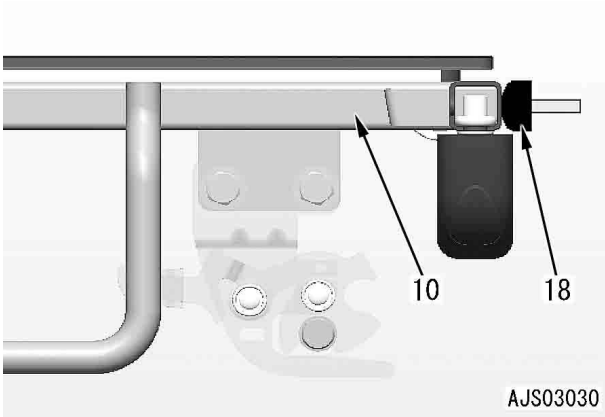


- 1) Front window assembly (10) must be pushing limit switch (19) backward for 4 – 7 mm (at "Open" position).
- 2) Working condition of lock (17).



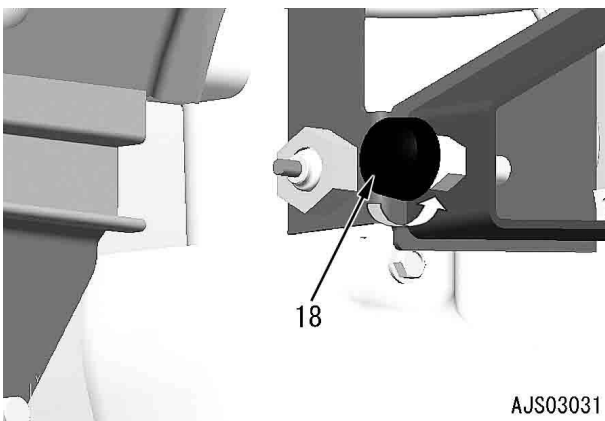
6) Adjustment of right and left rubber stoppers (18).

1] Bring front window assembly (10) (the lock should be in "Open" position) into contact with right and left rubber stoppers (18).

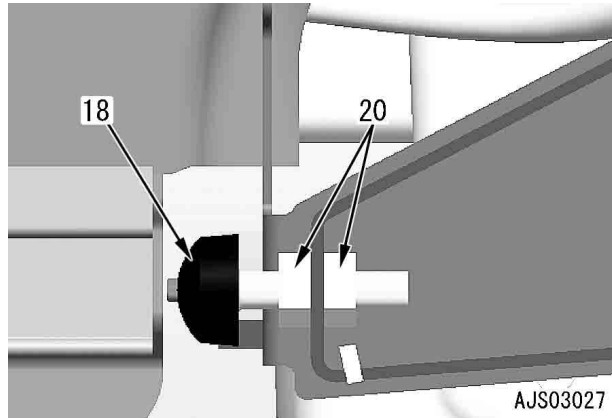


2] Close front window assembly (10).  
 3] Turn right and left rubber stoppers (18) **to the left for one and a half rotation.**

- ★ One turn of rubber stopper (18) to the left is equivalent to squashing the rubber for approximately 1.5 mm.
- ★ When the front window assembly is in "Open" position, the front window assembly must be pushing right and left rubber stoppers (18) for 1.5 – 3.0 mm.

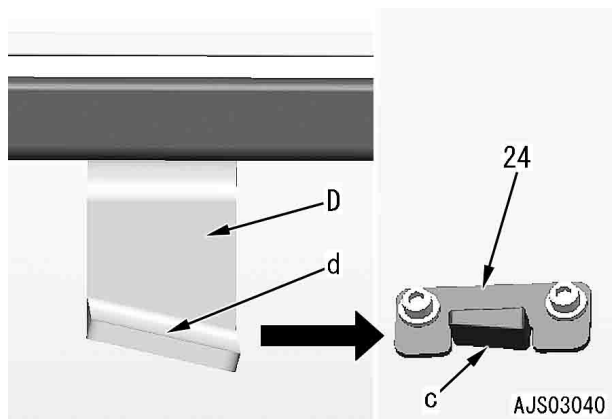
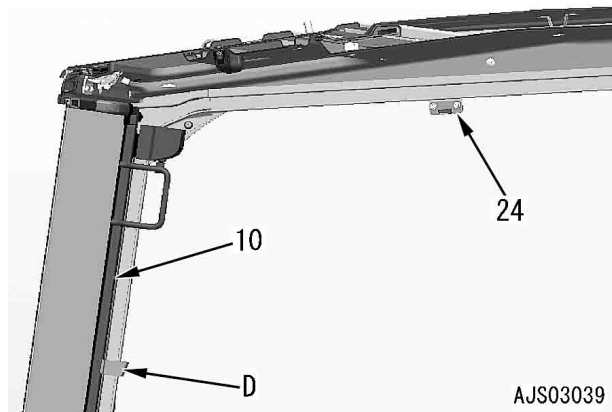


4] Tighten locknuts (20) of the both sides of rubber stopper (18).

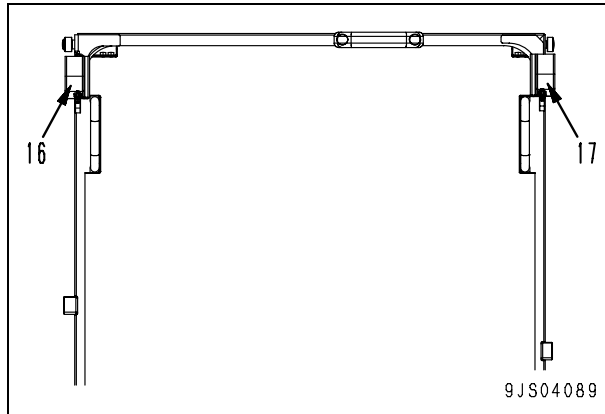


9. Adjust stopper (24) of the front window assembly.



1) Adjust and lock both sides of stopper (24) so that when pulling up the front window assembly, surface (d) of stopper (D) of front window assembly (10) is in contact with surface (c) of stopper (24).



10. Check the operating effort of the lock of the front window assembly.
- 1) After finishing the adjustment of steps 6 – 9, check that latching efforts of both right and left locks (16) and (17) are even.
    - ★ Check the latching efforts on both “Close” side (in the front of the operator's cab) and “Open” side (in the rear of the operator's cab).



[\*2]

-  Left lower pin: **27 – 34 Nm {2.75 – 3.47 kgm}**
-  Mounting bolt: **Adhesive (LT-2)**


## Removal and installation of floor frame assembly

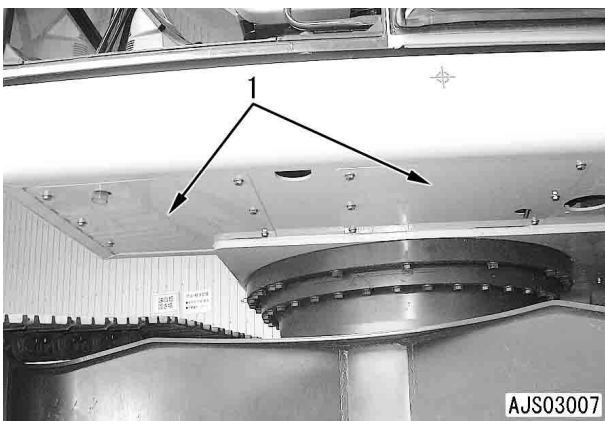
### Special tools

Symbol	Part number	Part name	Necessity	Q'ty	N/R	Sketch
X1	799-703-1200	Service tool kit	■	1		
	799-703-1100	Vacuum pump (100 V)	■	1		
	799-703-1111	Vacuum pump (220 V)	■	1		
	799-703-1121	Vacuum pump (240 V)	■	1		
	799-703-1401	Gas leak detector	■	1		

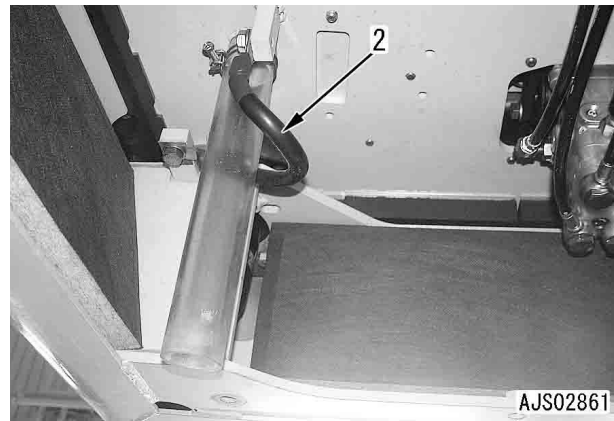
### Removal

- ⚠ **Disconnect the negative terminal (-) of the battery before starting the work.**
- ⚠ **Collect the air conditioner gas (R134a).**
- ⚠ **If the air conditioner gas (R134a) gets inside one's eyes, it may cause blindness. Therefore, make sure to wear protective glasses when collecting or filling the gas. Collecting and filling work must be conducted by a qualified person.**

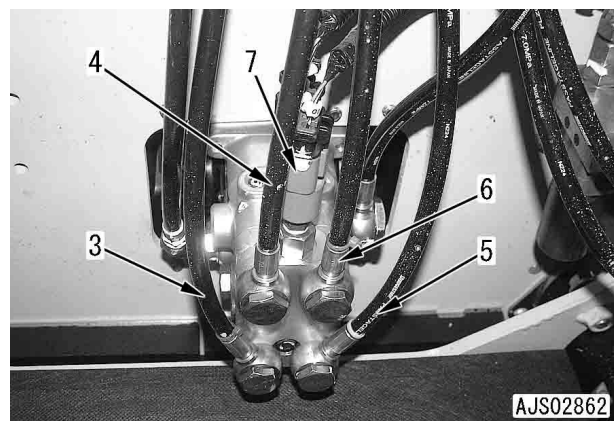
1. Turn the upper structure by 90°.
2. Drain the engine coolant.  
 **Coolant : Approx. 21.5 ℓ**
3. Remove the operator's cab assembly by referring "Removal and installation of operator's cab assembly".
4. Remove covers (1).



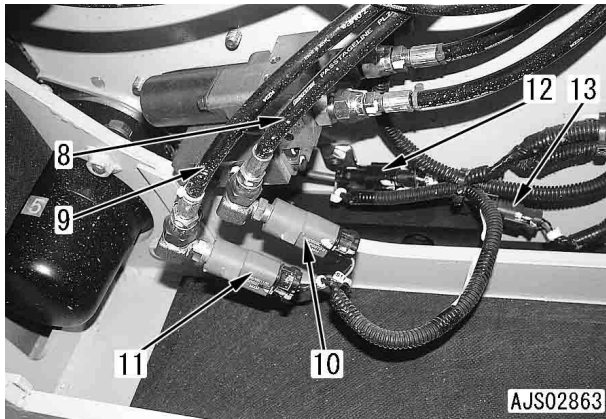
5. Disconnect ground (2).



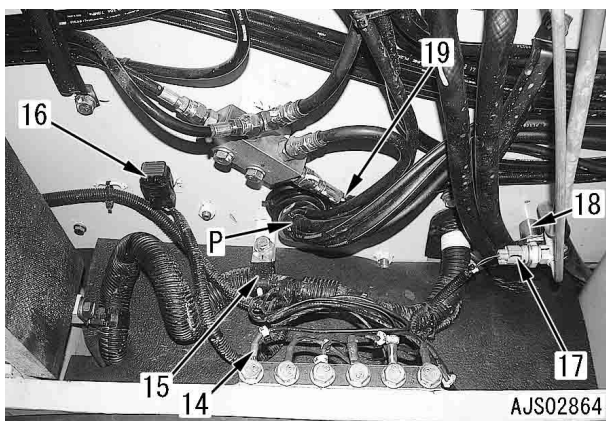
6. Disconnect the following PPC hoses from the travel PPC valve. The color of the band is;
  - (3): Red
  - (4): No color
  - (5): Green
  - (6): Blue
  - ★ Prepare an oil sump.
7. Disconnect top and bottom of connector (7).  
 Top: P09  
 Bottom: P10



- Step 8 – 10 is optional (for breaker).
- 8. Disconnect the following PPC hoses from the PPC valve. The color of the band is;
  - (8): Yellow
  - (9): No color
- ★ Plug the hose to stop oil flow-out.
- 9. Disconnect connectors S11 (10) and S10 (11).
- 10. Disconnect connectors P13 (12) and V30 (13).

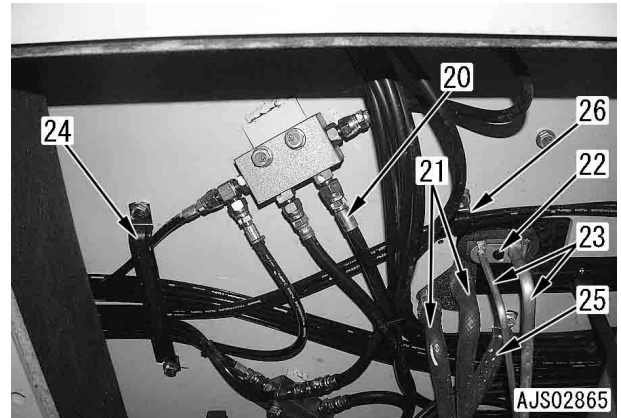


- 11. Disconnect ground (14). From the left, T04, T05, T06, T07, T09, T10
- 12. Disconnect clamp (15).
- 13. Disconnect connector A08 (16) from the clip.
- 14. Disconnect connector P17 (17) from the air conditioner tube.
- 15. Remove the clamp and disconnect spacer (18).
- 16. Disconnect hose (19).
  - ★ Check the connecting point.
  - ★ Plug the hose to stop oil flow-out.
  - ★ Disconnect the work equipment PPC at joint box side.

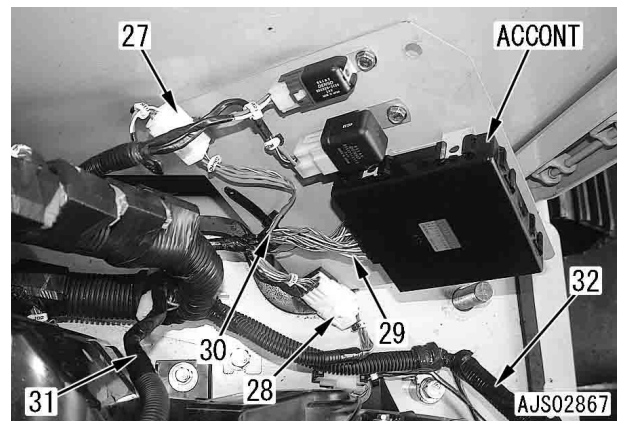


- 17. Disconnect hose (20).
  - ★ Check the connecting point.
  - ★ Plug the hose to stop oil flow-out.
- 18. Disconnect heater hose (21).
  - ★ Check the connecting point.
- 19. Remove mounting bolt (22) and disconnect air conditioner tube (23). [\*1]

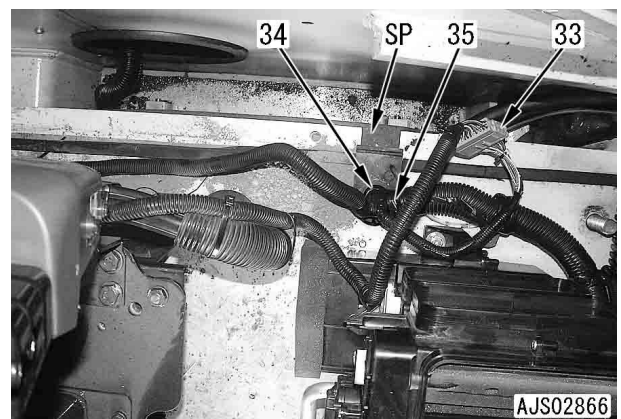
- 20. Remove clamps (24) and (25). [\*2]
- 21. Disconnect clamp (26). (If equipped)



- 22. Disconnect connectors N10 (27) and AC01 (28).
- 23. Disconnect connectors ECU10 and ECU11 (29) from the air conditioner controller (ACCONT).
- 24. Cut tie-wrap (30) and draw in wiring harness (31).
- 25. Disconnect the clamp of wiring harness (32).



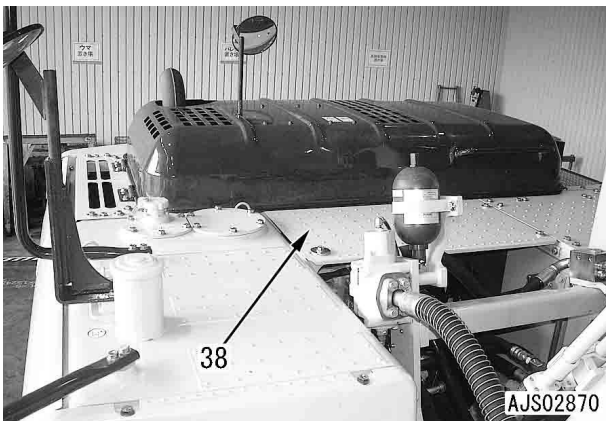
- 26. Disconnect connector H15 (33).
- 27. Remove grommet (34).
- 28. Move wiring harness (35) to the outside of the floor frame.
  - ★ (SP) is made of sponge.



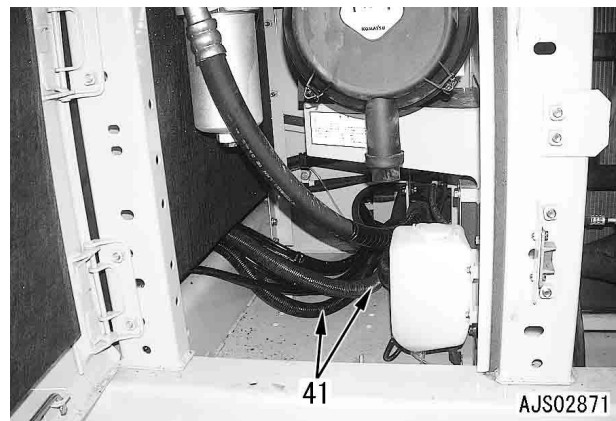
- 29. Disconnect the clamp of wiring harness (35).
- 30. Move plates (36) and (37) together with wiring harness (35) to the boom side.



- 31. Open the engine hood and remove cover (38).




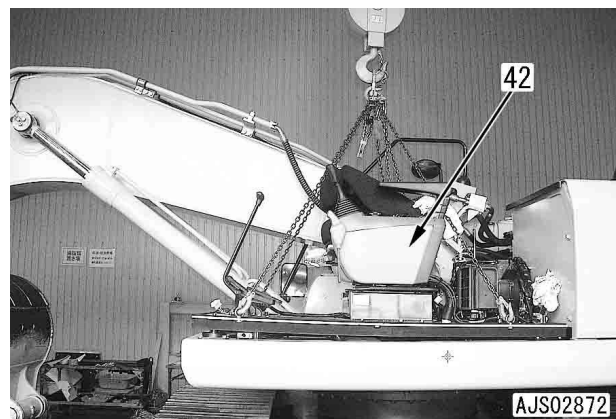
- 34. Pull out PPC hose assembly (41) of the work equipment.



- 32. Disconnect clamp (39).
- 33. Disconnect PPC hose (40) of the work equipment. From the top, the color of the band is:  
 White  
 Brown  
 None  
 Blue  
 Black  
 Green  
 Red  
 Yellow  
 ★ Prepare an oil sump.

- 35. Sling floor frame assembly (42) and remove it.  
 ★ Make sure that the hoses, connectors, clamps, and so on are disconnected without fail.

 Floor frame assembly: **250 kg**






### Installation

- Installation is done in the reverse order of removal.

[\*1]

- ★ When installing the air conditioner circuit hoses, use care so that dirt, water may not enter.
  - ★ Make sure before the installation that there is O-ring at the piping connector of the air conditioner hose.
  - ★ Check that there is no defect or deterioration on the O-ring.
  - ★ When connecting the refrigerant piping, coat the O-ring with compressor oil **for new refrigerant (R134a) (Denso: ND-OIL8, Zexel: ZXL100PG (PAG 46 or equivalent))**.
-  Mounting bolt: **8 – 12 Nm {0.8 – 1.2 kgm}**

[\*2]

- ★ Make sure that the hoses do not lap over.
- **Filling of air conditioning gas**  
By using tool **X1**, fill the air conditioner gas (**R134a**) inside the air conditioner circuit.
    - ★ Filling quantity: **850 ± 50 g**

PC290LC, 290NLC-8 Hydraulic excavator

Form No. UEN00032-00

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# HYDRAULIC EXCAVATOR

## PC290LC-8 PC290NLC-8

Machine model	Serial number
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PC290LC-8	K50001 and up
PC290NLC-8	K50001 and up

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## 50 Disassembly and assembly

### Electrical system

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Removal and installation of KOMTRAX communication modem assembly .....	5
Removal and installation of monitor assembly .....	6
Removal and installation of pump controller assembly .....	8
Removal and installation of engine controller assembly .....	9

## Electrical system


### Removal and installation of air conditioner unit assembly

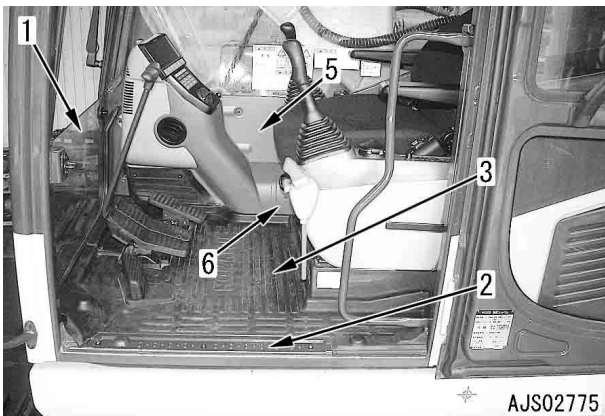
#### Special tools

Symbol	Part number	Part name	Necessity	Q'ty	N/R	Sketch
X1	799-703-1200	Service tool kit	■	1		
	799-703-1100	Vacuum pump (100 V)	■	1		
	799-703-1111	Vacuum pump (220 V)	■	1		
	799-703-1121	Vacuum pump (240 V)	■	1		
	799-703-1401	Gas leak detector	■	1		

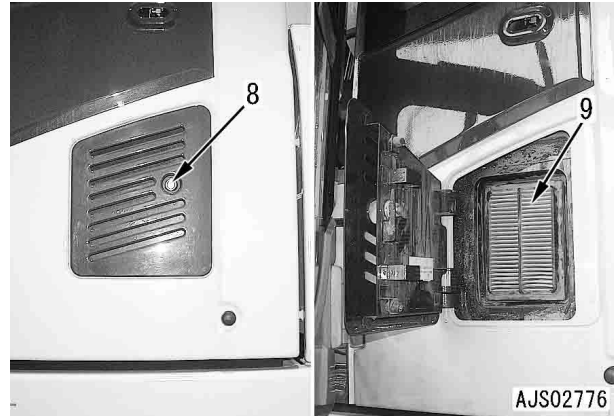
#### Removal

- ⚠ **Disconnect the negative terminal (-) of the battery before starting the work.**
- ⚠ **Collect the air conditioner gas (R134a).**
- ⚠ **If the air conditioner gas (R134a) gets inside one's eyes, it may cause blindness. Therefore, make sure to wear protective glasses when collecting or filling the gas. Collecting and filling work must be conducted by a qualified person.**

1. Turn the upper structure by 90°.
2. Drain the engine coolant.  
 **Coolant: Approx. 21.5 l**
3. Remove front window (1).
4. Remove step plate (2).
5. Remove floor mat (3).
6. Remove covers (5) and (6).



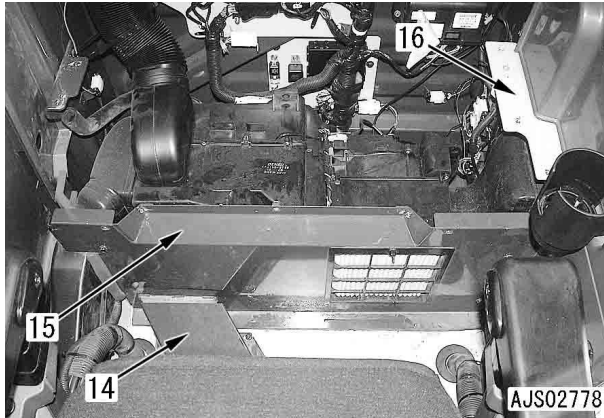
7. Pull down opening and closing lever (8) of the outside air filter cover.
8. Remove outside air filter (9).



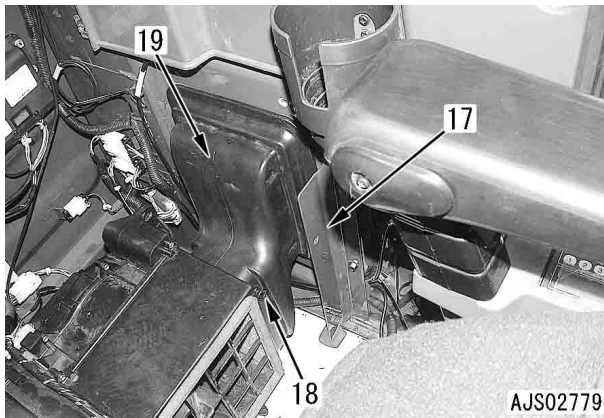
9. Remove rear covers (10) to (13).



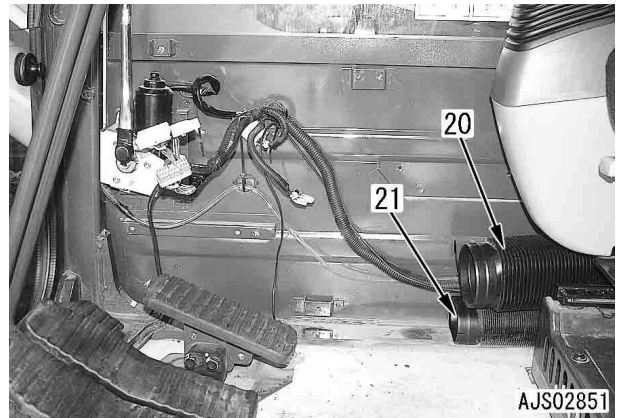
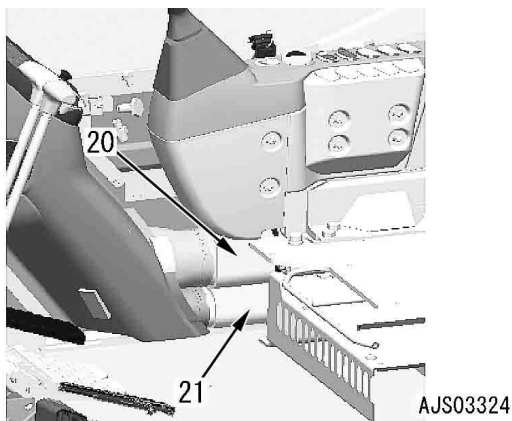
10. Remove duct (14).
11. Remove cover (15).
  - ★ Disconnect connector H15 fixed on the back from the clip.
12. Remove plate (16).



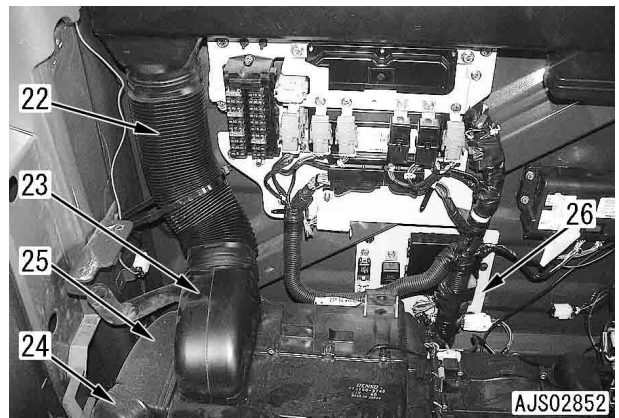
13. Remove plate (17).
14. Remove lock pin (18) and remove duct (19).



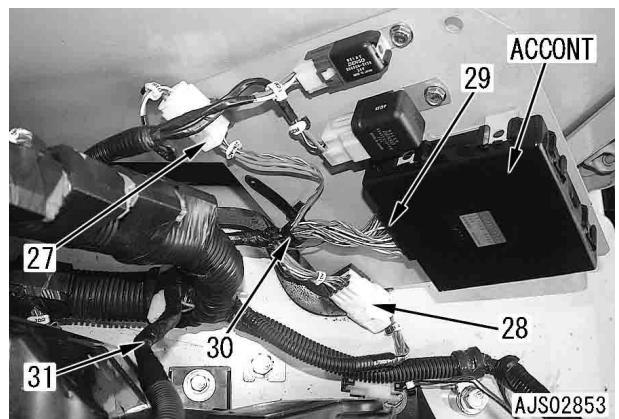
15. Remove ducts (20) and (21).
  - ★ Cut tie-wrap.



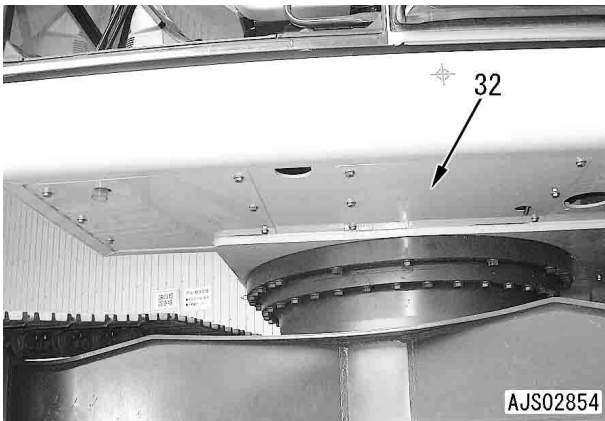
16. Remove ducts (22) and (23).
  - ★ Cut tie-wrap.
17. Remove duct (24) upper and lower.
18. Remove duct (25) upper and lower.
19. Disconnect plate (26) from the cab wall.



20. Disconnect connectors N10 (27) and AC01 (28).
21. Disconnect connectors ECU10 and ECU11 (29) from the air conditioner controller (ACCONT).
22. Loosen tie-wrap (30) and draw in wiring harness (31).

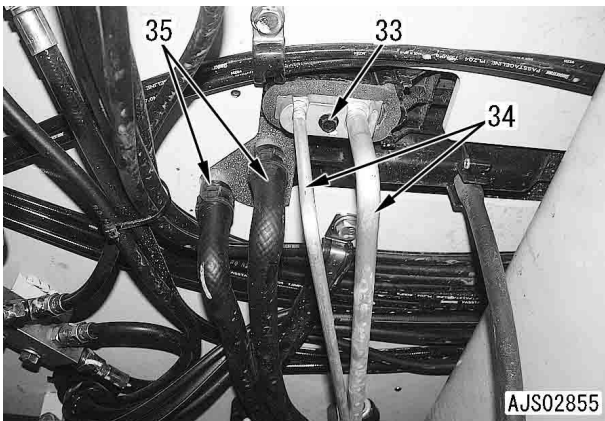


23. Remove cover (32).



24. Remove mounting bolt (33) and disconnect air conditioner tubes (34). [\*1]

25. Disconnect heater hoses (35).  
★ Check the connecting point.



26. Remove the 7 mounting bolts and air conditioner unit assembly (36).



### Installation

- Installation is done in the reverse order of removal.

[\*1]

- ★ When installing the air conditioner circuit hoses, use care so that dirt, water may not enter.
- ★ Make sure before the installation that there is O-ring at the piping connector of the air conditioner hose.
- ★ Check that there is no defect or deterioration on the O-ring.
- ★ When connecting the refrigerant piping, coat the O-ring with compressor oil **for new refrigerant (R134a) (Denso: ND-OIL8, Zexel: ZXL100PG (PAG 46 or equivalent))**.

🔧 Mounting bolt: 8 – 12 Nm {0.8 – 1.2 kgm}

- **Filling of air conditioning gas**  
By using tool X1, fill the air conditioner gas (R134a) inside the air conditioner circuit.  
★ Filling quantity: 850 ± 50 g

## Removal and installation of KOMTRAX communication modem assembly

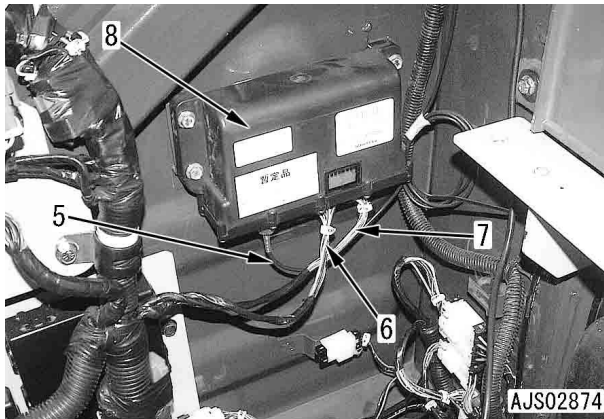
### Removal

- ⚠ **Disconnect the negative terminal (-) of the battery before starting the work.**

1. Remove covers (1) – (4).



2. Twist antenna wire (5) and disconnect it.
3. Disconnect connectors CK01(6) and CK02 (7).
4. Remove the 4 mounting bolts and KOMTRAX communication modem assembly (8).



### Installation

- Installation is done in the reverse order of removal.

## Removal and installation of monitor assembly

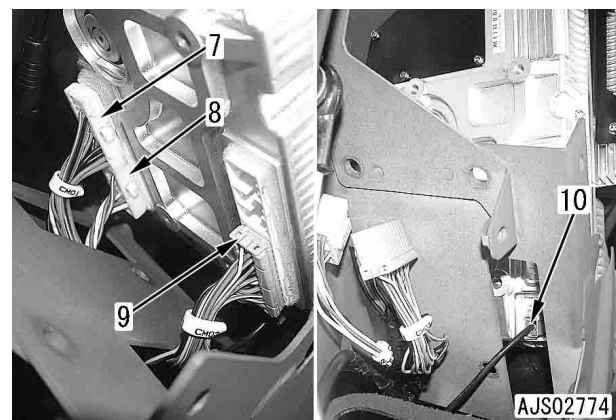
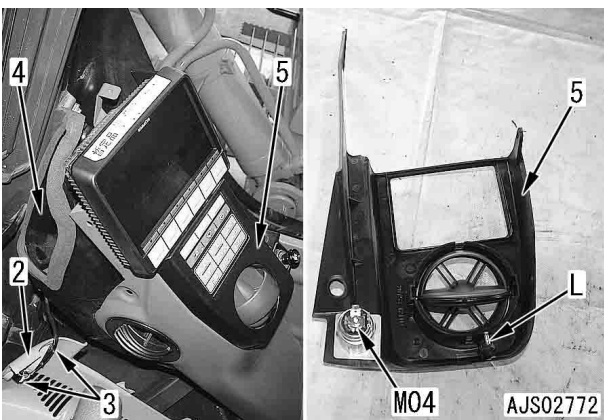
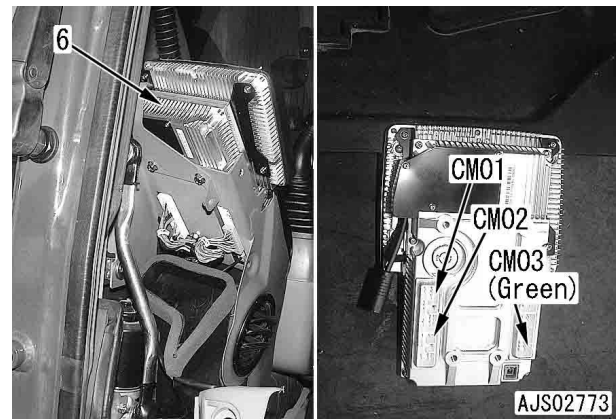
### Removal

**⚠** Disconnect the negative terminal (-) of the battery before starting the work.

1. Remove cap (1).
2. Remove cover (2) and then disconnect wiring connector P31 (3) for air conditioner sunlight sensor (S).
3. Remove duct (4).
4. Remove cover (5) as follows. [\*1]
  - 1) Insert flat-head screwdriver inside slit (SL) and push it upward.
  - 2) Release lock (L) and remove the cover.
  - 3) Disconnect wiring connector M04 of the cigarette lighter from the back of cover (5).



5. Remove the 4 mounting bolts and lift monitor assembly (6). [\*2]
6. Disconnect connectors CM01 (7), CM02 (8) and CM03 (9).
  - ★ Since CM02 (8) and CM03 (9) can be installed reversely, be careful not to mistake. CM03 (9) is a green connector.
7. Disconnect connector (10).





**Installation**

[\*1], [\*2]

- 1) Temporary install monitor assembly (6) with 4 mounting bolts, and then install cover (5).
- 2) With cover (5) installed, tighten the mounting bolts of monitor assembly.
  - Carry out the rest of installation in the reverse order to removal.

## Removal and installation of pump controller assembly

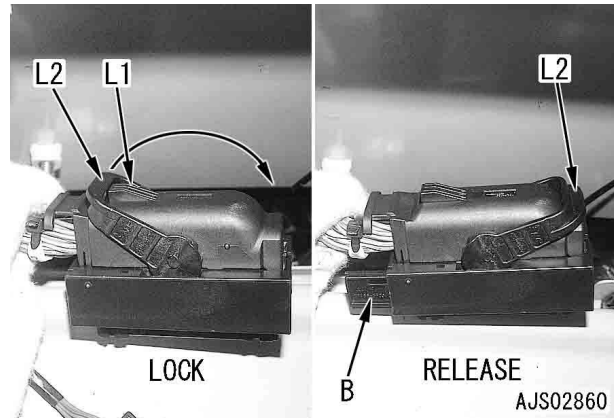
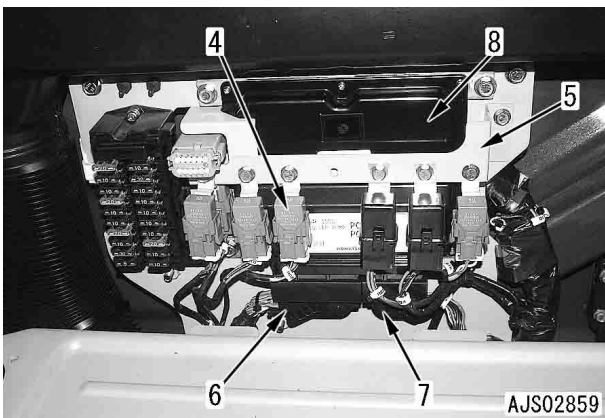
### Removal

- ⚠ **Disconnect the negative terminal (-) of the battery before starting the work.**

1. Remove cover (1).



2. Disconnect relay R08 (4) from the clip.
3. Disconnect bracket (5) and put it to the right side.
4. Disconnect wiring connectors C01 (6) and C02 (7) as follows.
  - Tilt lock (L2) inside while pressing lock (L1).
  - ★ Bar (B) comes out and the lock is released.
5. Remove the 4 mounting bolts and pump controller assembly (8).



### Installation

- Installation is done in the reverse order of removal.

## Removal and installation of engine controller assembly

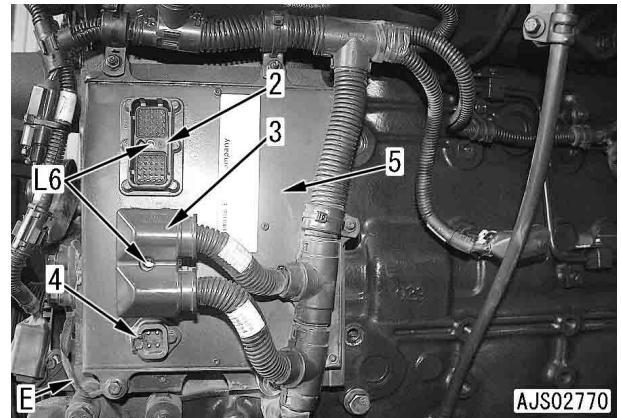
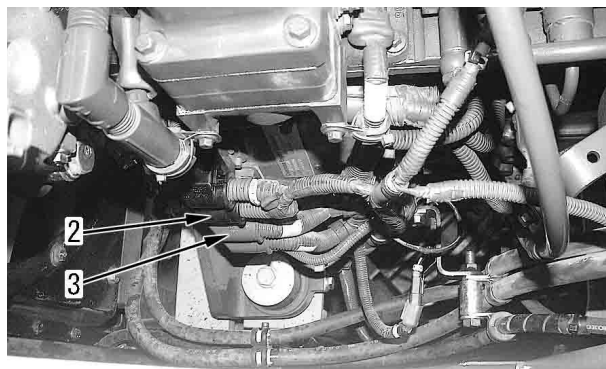
### Removal

- ⚠ **Disconnect the negative terminal (-) of the battery before starting with the work.**

1. Turn the upper structure by 90°.
2. Remove cover (1).



3. Open the engine hood.
4. Disconnect connectors CE02 (2) and (3) from the engine controller.
  - ★ The connector is locked with the inside hex head bolt L6 (4 mm).
5. Disconnect connector (4) from the engine controller by pushing the lock.
6. Remove the mounting bolt and engine controller (5).
  - ★ Ground (E) and harness clamp are tightened together with.



### Installation

- Carry out installation in the reverse order to removal

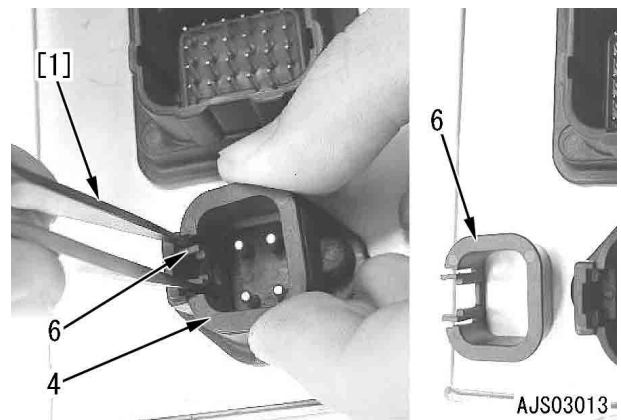
### ★ Reference

- How to replace the seal of O-ring of power source connector (4).

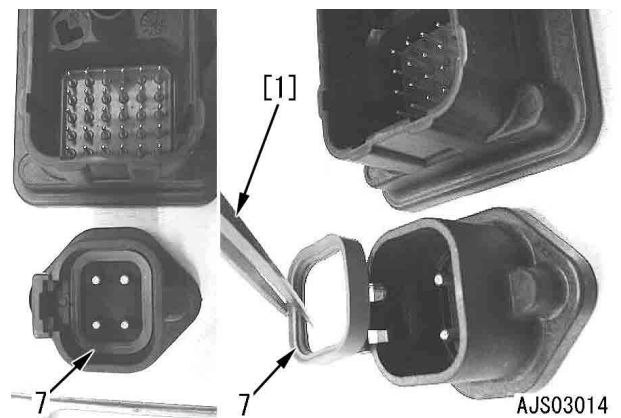
Seal of O-ring:

**1010-074-0406 (NIHON-DEUTSCH Ltd.)**

- 1) Remove cover (6) by nipping the tab with tweezers [1].



- 2) Remove O-ring (7) with tweezers [1].



PC290LC, 290NLC-8 Hydraulic excavator

Form No. UEN00033-00

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# HYDRAULIC EXCAVATOR

## PC290LC-8 PC290NLC-8

### Machine model      Serial number

PC290LC-8	K50001 and up
PC290NLC-8	K50001 and up

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## 90 Diagrams and drawings

### Hydraulic diagrams and drawings

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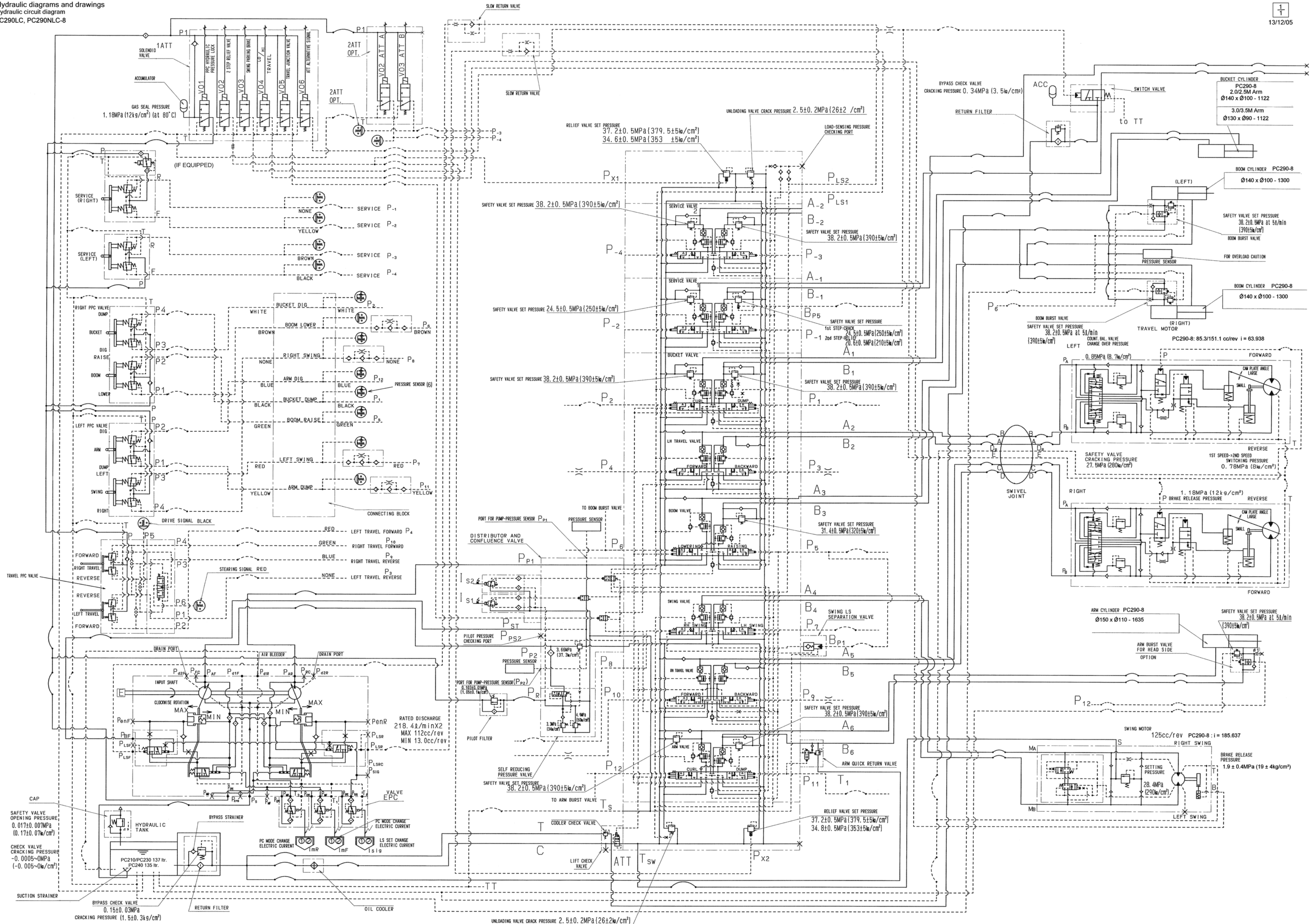
Hydraulic diagrams and drawings (For PC290-8 K50001 ~ K50104).....	3
Hydraulic circuit diagram 1/2.....	3
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Hydraulic diagrams and drawings (For PC290-8 K50105 and up).....	7
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Hydraulic circuit diagram 2/2.....	9



Hydraulic circuit diagram 1/2

Hydraulic diagrams and drawings  
Hydraulic circuit diagram  
PC290LC, PC290NLC-8

1/1  
13/12/05

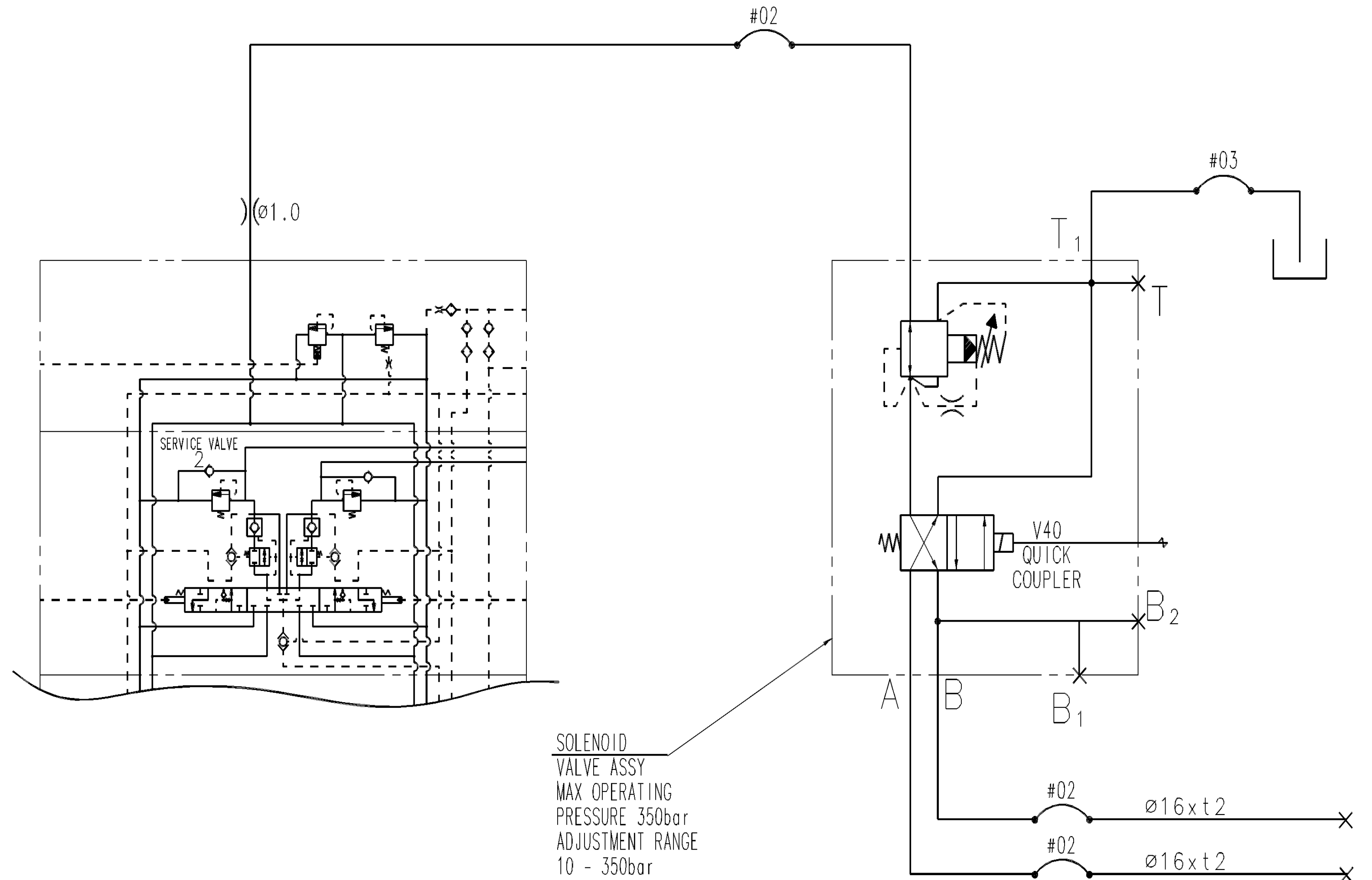






PC290LC-8/PC290NLC-8 HYDRAULIC DIAGRAM 2/2

QUICK COUPLER (OPT)

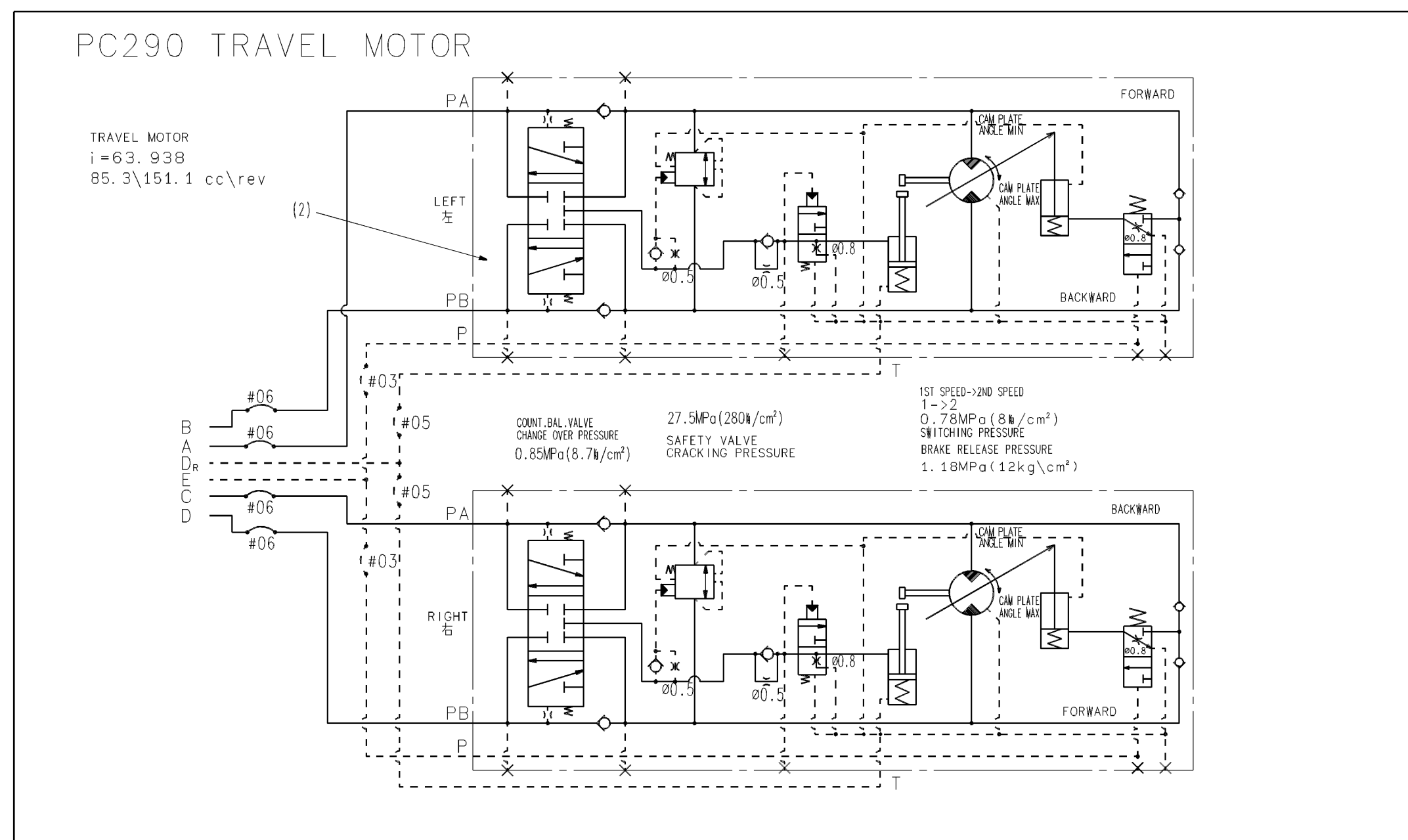
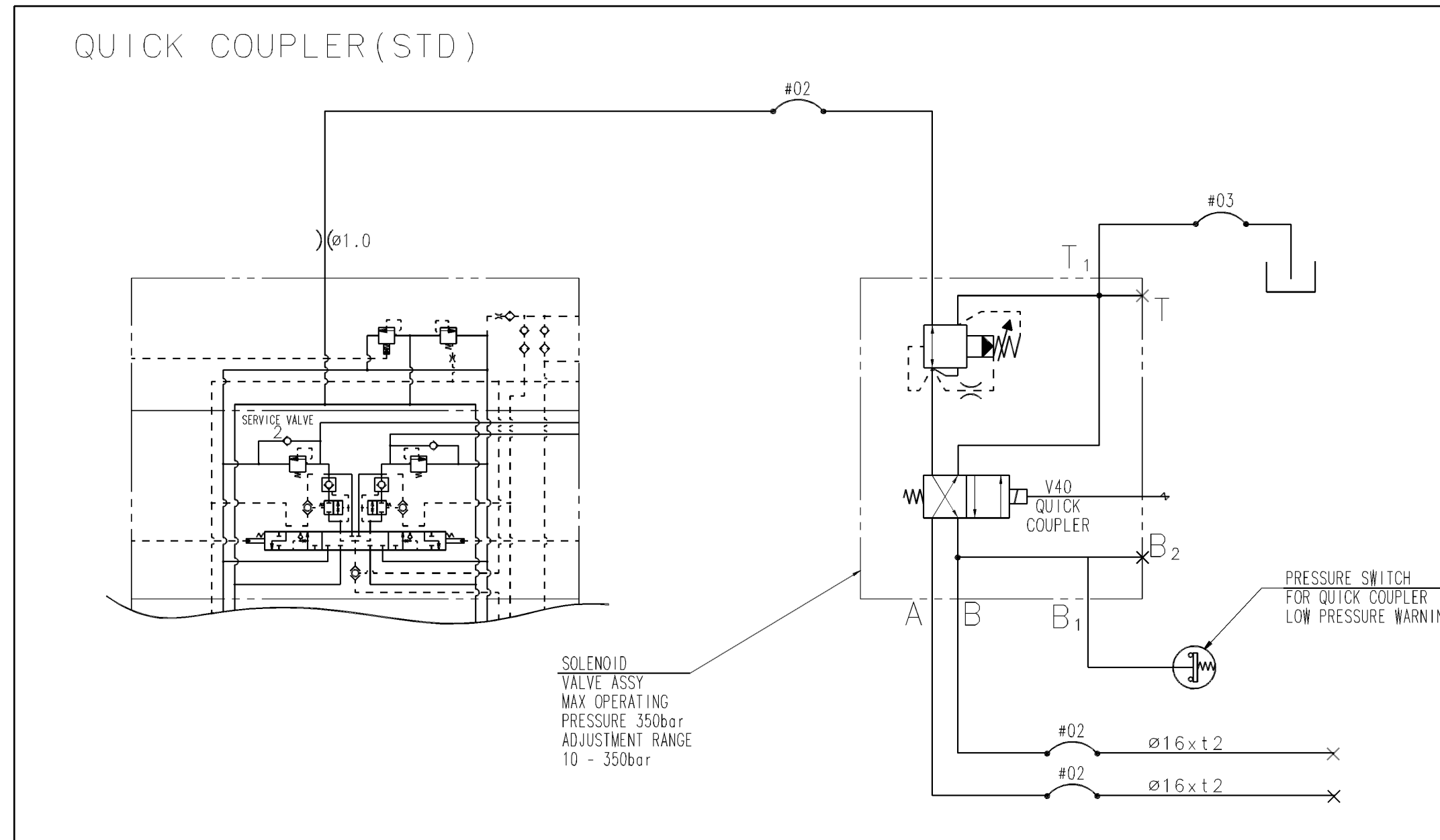








PC210-8/230-8/240-8 HYDRAULIC CIRCUIT DIAGRAM 2/2







PC290LC, 290NLC-8 Hydraulic excavator

Form No. UEN00034-01

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# HYDRAULIC EXCAVATOR

## PC290LC-8

## PC290NLC-8

**Machine model      Serial number**

PC290LC-8              K50001 and up  
PC290NLC-8          K50001 and up

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## 90 Diagrams and drawings

### Electrical diagrams and drawings

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Electrical circuit diagram (1/5) .....	13
Electrical circuit diagram (2/5) .....	15
Electrical circuit diagram (3/5) .....	17
Electrical circuit diagram (4/5) .....	19
Electrical circuit diagram (5/5) .....	21











# Electrical circuit diagram (3/5)

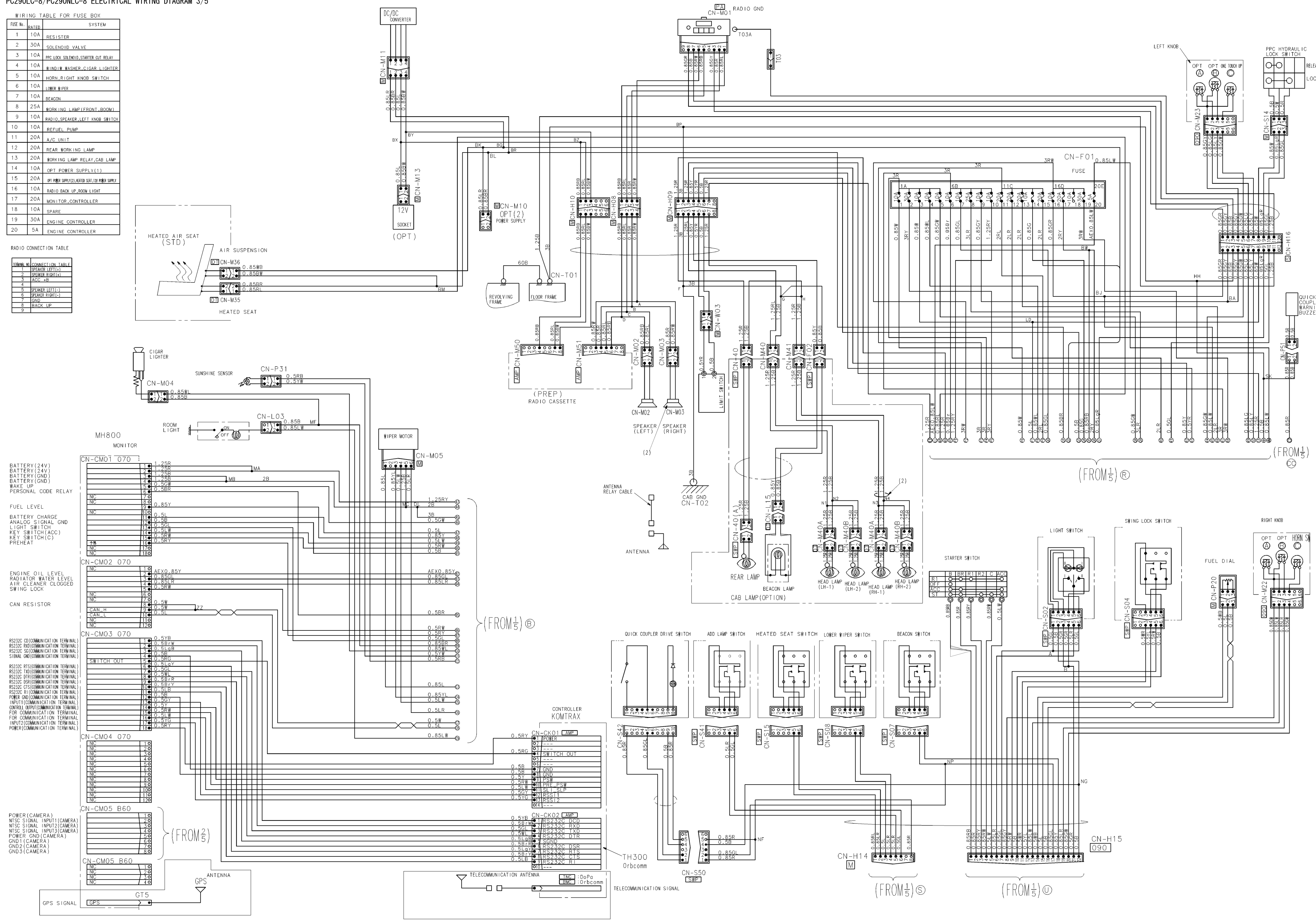
PC290LC-8/PC290NLC-8 ELECTRICAL WIRING DIAGRAM 3/5

WIRING TABLE FOR FUSE BOX

FUSE No.	RATED	SYSTEM
1	10A	RESISTOR
2	30A	SOLENOID VALVE
3	10A	PPC LOCK SOLENOID, STARTER OUT RELAY
4	10A	WINDSH WASHER, CIGAR LIGHTER
5	10A	HORN, RIGHT KNOB SWITCH
6	10A	LOWER WIPER
7	10A	BEACON
8	25A	WORKING LAMP (FRONT, ROOM)
9	10A	RADIO, SPEAKER, LEFT KNOB SWITCH
10	10A	REFUEL PUMP
11	20A	A/C UNIT
12	20A	REAR WORKING LAMP
13	20A	WORKING LAMP RELAY, CAB LAMP
14	10A	OPT. POWER SUPPLY (1)
15	20A	OPT. POWER SUPPLY (2) (OR POWER SUPPLY)
16	10A	RADIO BACK UP, ROOM LIGHT
17	20A	MONITOR, CONTROLLER
18	10A	SPARE
19	30A	ENGINE CONTROLLER
20	5A	ENGINE CONTROLLER

RADIO CONNECTION TABLE

WIRING NO.	CONNECTION TABLE
1	SPEAKER (LEFT)
2	SPEAKER (RIGHT)
3	ACC +B
4	ACC -B
5	SPEAKER (LEFT)
6	SPEAKER (RIGHT)
7	GROUND
8	BACK UP
9	BACK UP











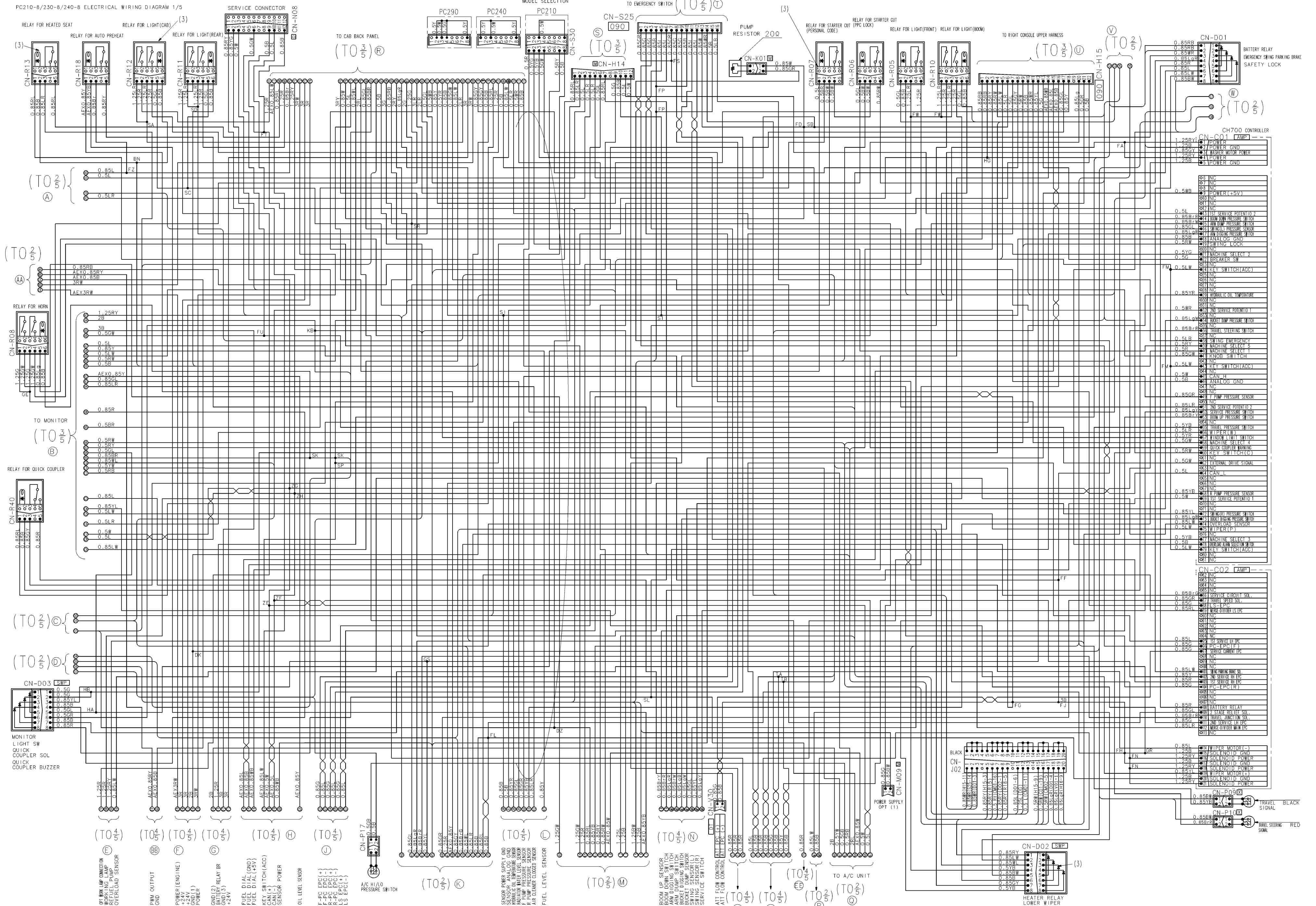




# Electrical diagrams and drawings (For PC290 K50105 and up)

## Electrical circuit diagram (1/5)

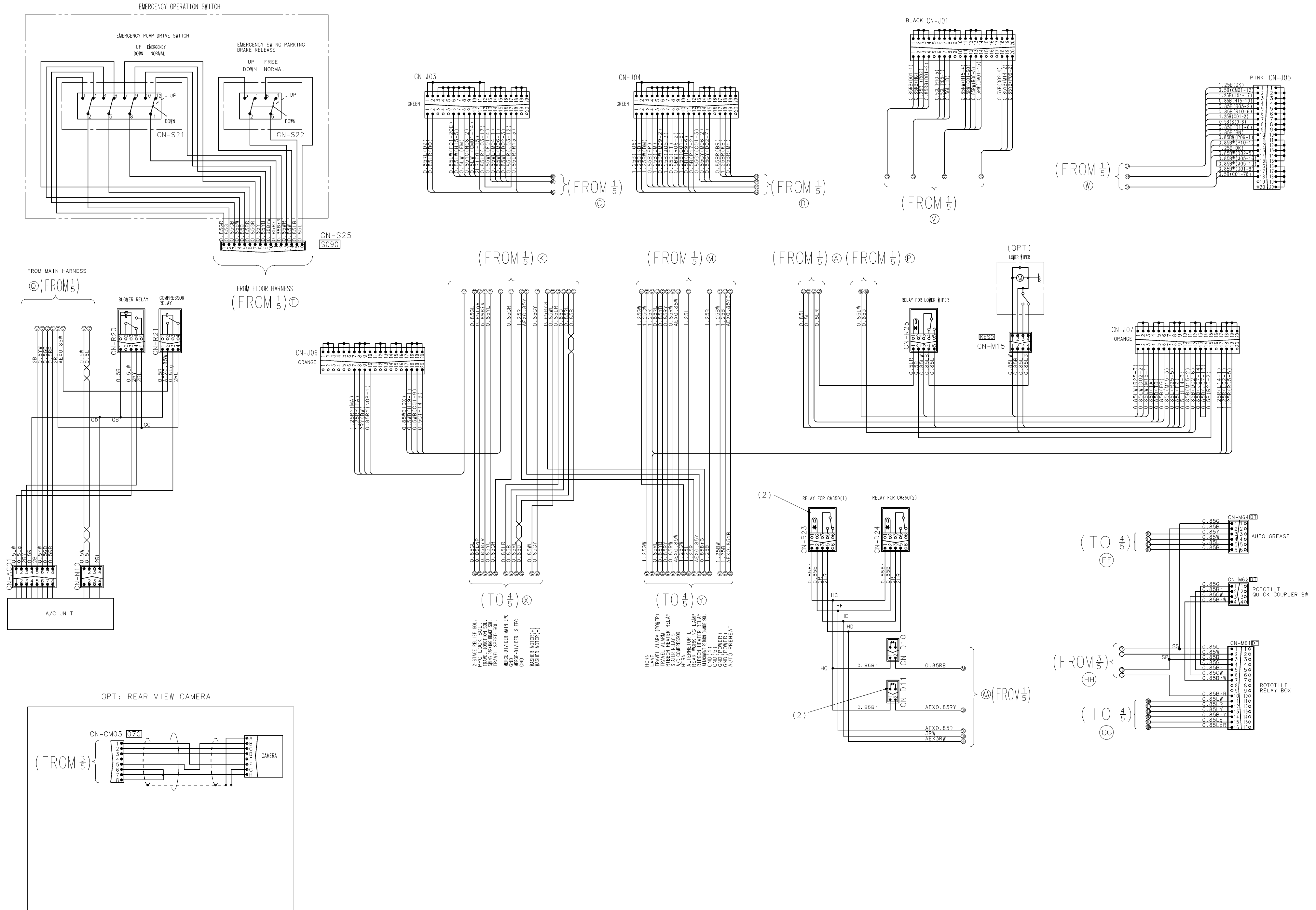
PC210-8/230-8/240-8 ELECTRICAL WIRING DIAGRAM 1/5





# Electrical circuit diagram (2/5)

PC210-8/230-8/240-8 ELECTRICAL WIRING DIAGRAM 2/5







# Electrical circuit diagram (3/5)

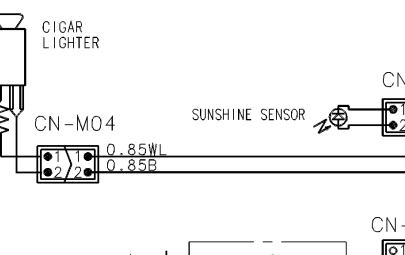
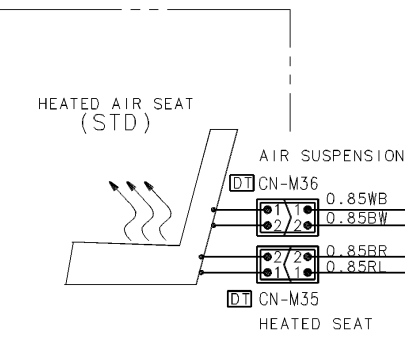
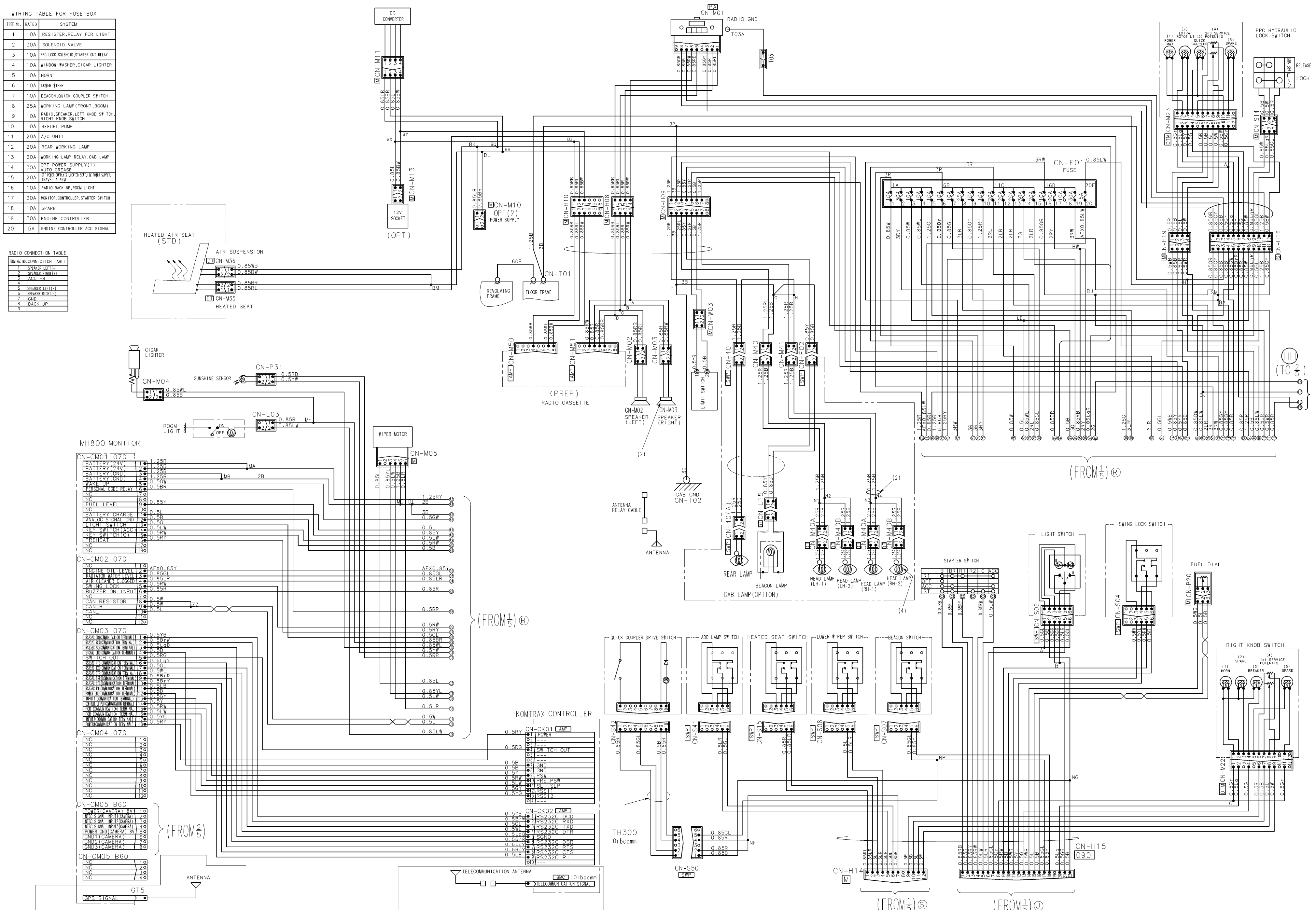
PC210-8/230-8/240-8 ELECTRICAL WIRING DIAGRAM 3/5

WIRING TABLE FOR FUSE BOX

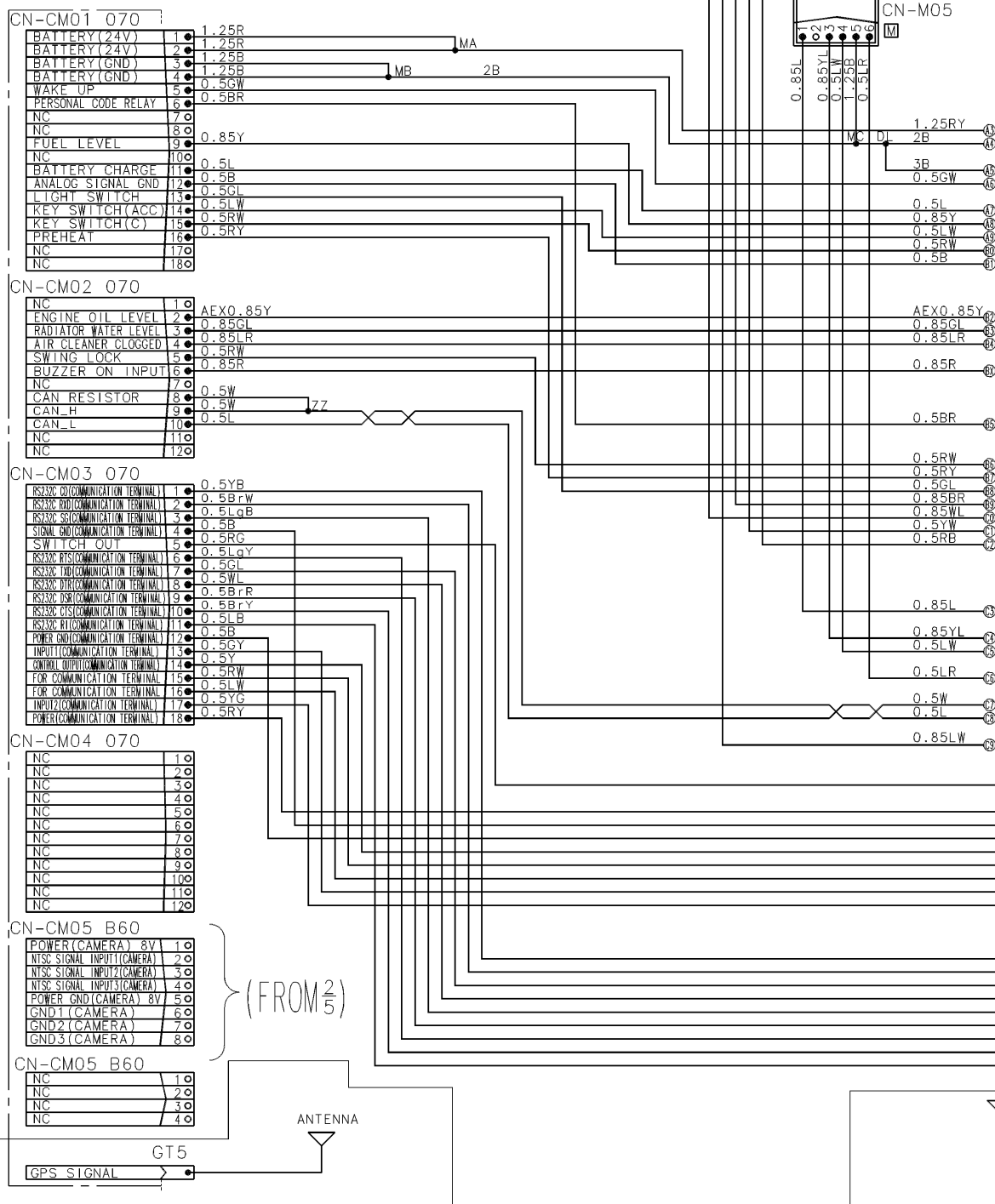
FIG. No.	RATED	SYSTEM
1	10A	RESISTOR, RELAY FOR LIGHT
2	30A	SOLENOID VALVE
3	10A	PPC LOCK SOLENOID, STARTER RELAY
4	10A	WINDOW WASHER, CIGAR LIGHTER
5	10A	HORN
6	10A	LOWER WIPER
7	10A	BEACON, QUICK COUPLER SWITCH
8	25A	WORKING LAMP (FRONT, BOOM)
9	10A	RADIO, SPEAKER, LEFT KNOB SWITCH, RIGHT KNOB SWITCH
10	10A	REFUEL PUMP
11	20A	A/C UNIT
12	20A	REAR WORKING LAMP
13	20A	WORKING LAMP RELAY, CAB LAMP
14	30A	OPT POWER SUPPLY (1), AUTO GREASE
15	20A	OPT POWER SUPPLY (2), HEATED SEAT, WIPER SUPPLY, TRAVEL ALARM
16	10A	RADIO BACK UP, ROOM LIGHT
17	20A	MONITOR, CONTROLLER, STARTER SWITCH
18	10A	SPARE
19	30A	ENGINE CONTROLLER
20	5A	ENGINE CONTROLLER, ACC SIGNAL

RADIO CONNECTION TABLE

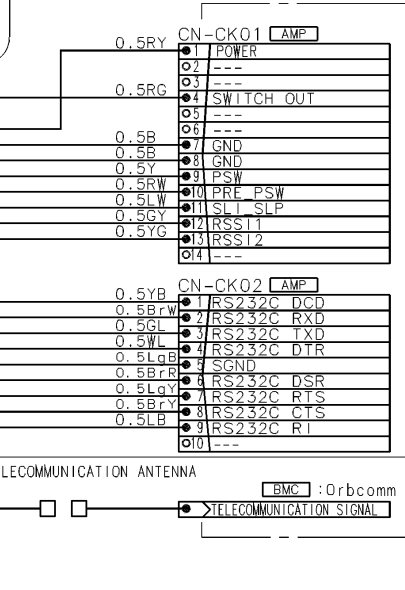
TERMINAL NO.	CONNECTION TABLE
1	SPEAKER LEFT(L)
2	SPEAKER RIGHT(R)
3	ACC-+B
4	SPARE
5	SPARE
6	SPARE
7	SPARE
8	SPARE
9	SPARE
10	SPARE



MH800 MONITOR



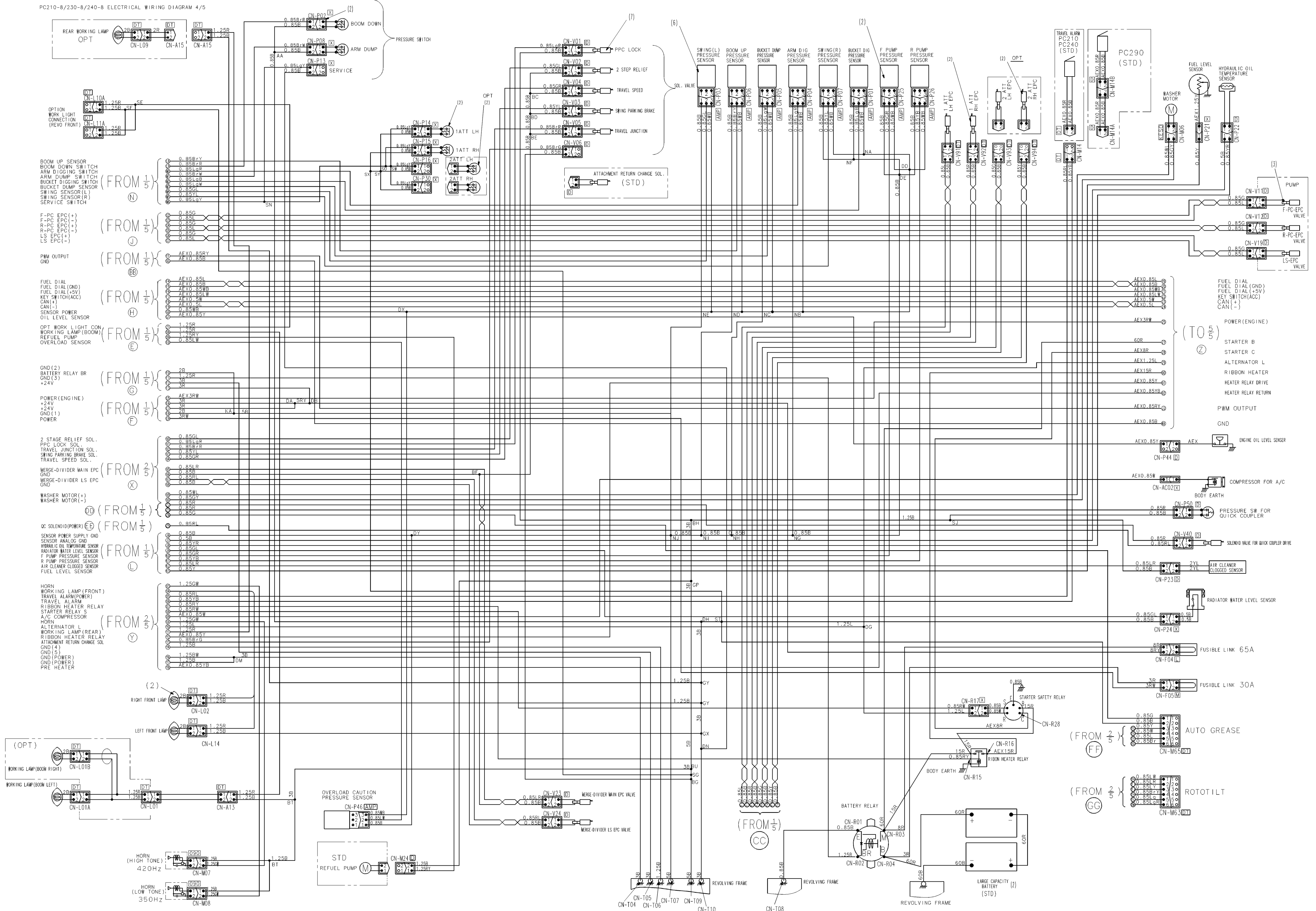
KOMTRAX CONTROLLER





Electrical circuit diagram (4/5)

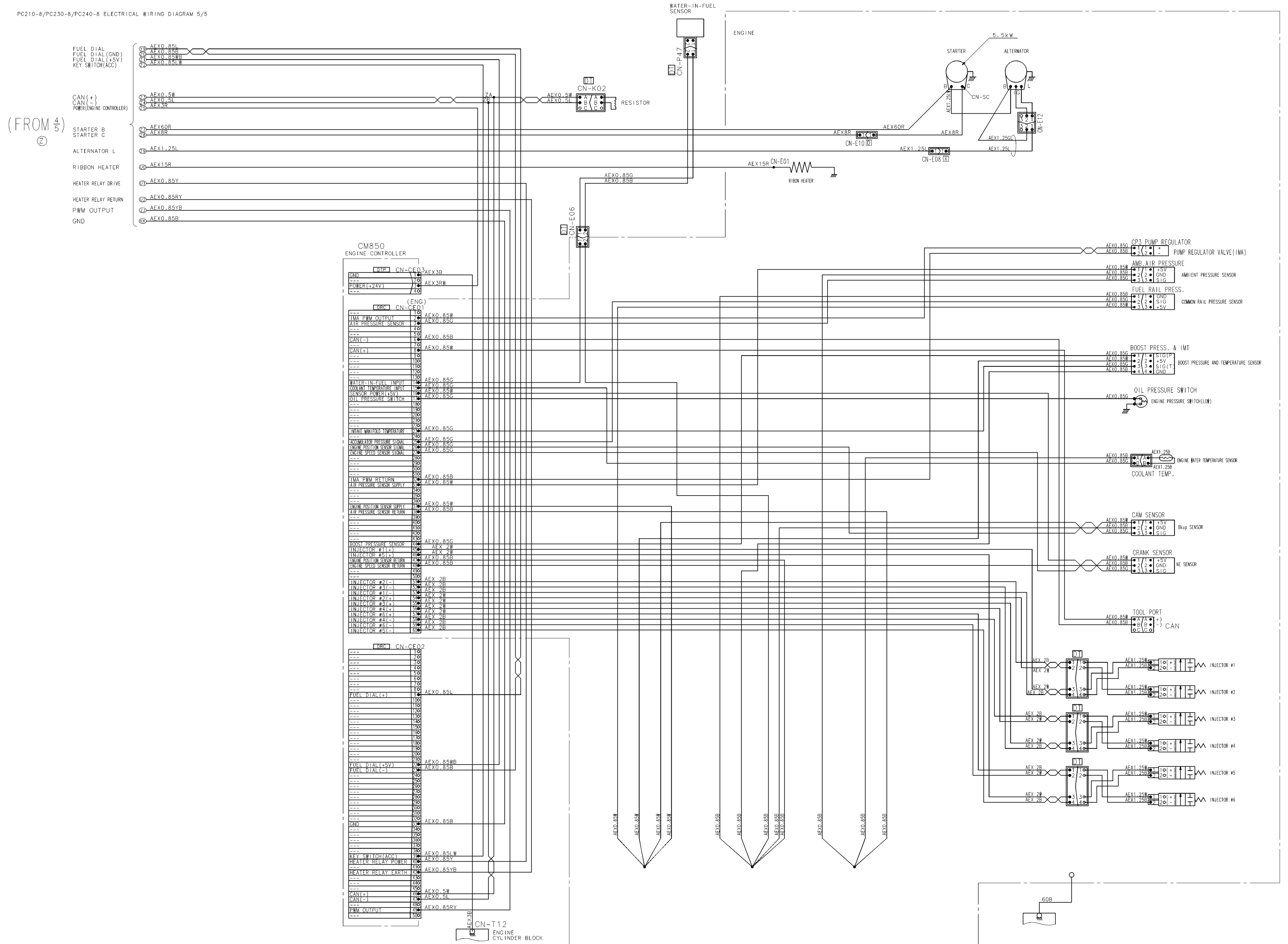
PC210-8/230-8/240-8 ELECTRICAL WIRING DIAGRAM 4/5





Electrical circuit diagram (5/5)

PC210-8/PC230-8/PC240-8 ELECTRICAL WIRING DIAGRAM 5/5







PC290LC, 290NLC-8 Hydraulic excavator

Form No. UEN00035-01

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