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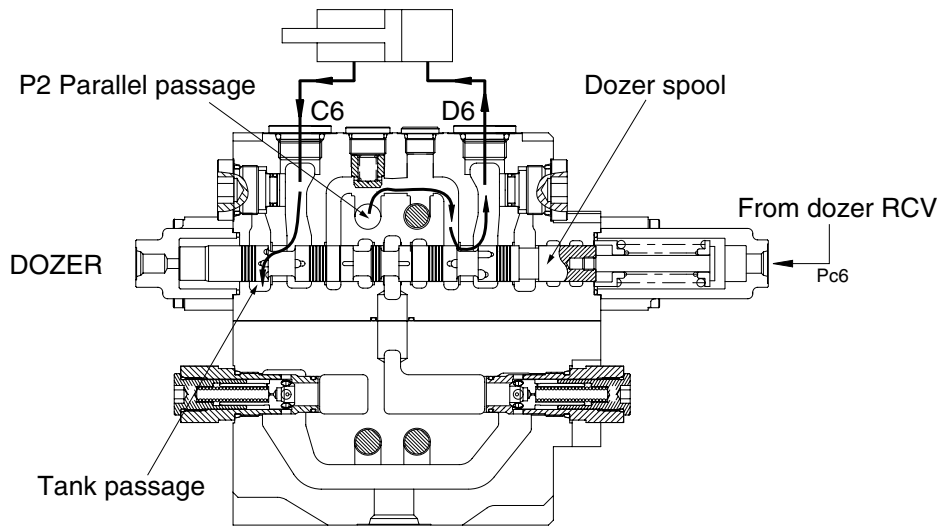
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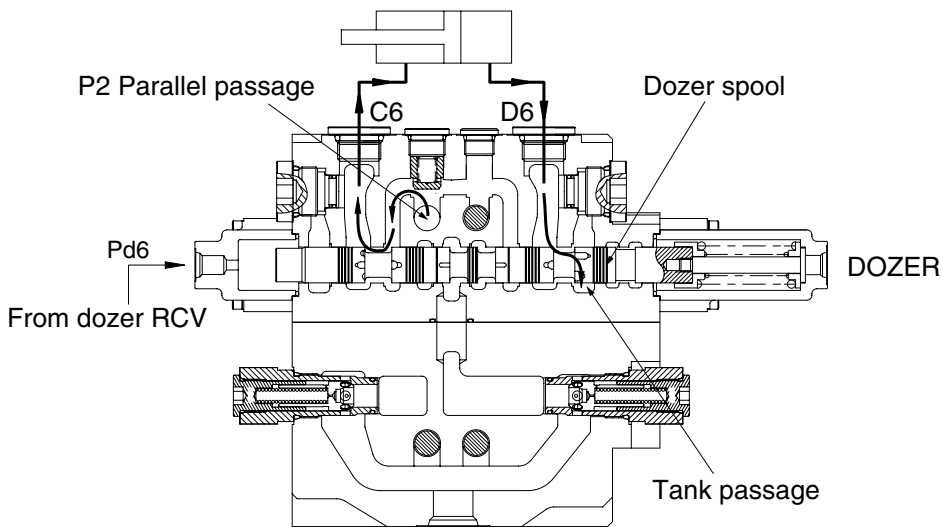
## 9) DOZER OPERATION

### (1) Dozer down operation



14W92MC30

### (2) Dozer up operation



14W92MC31

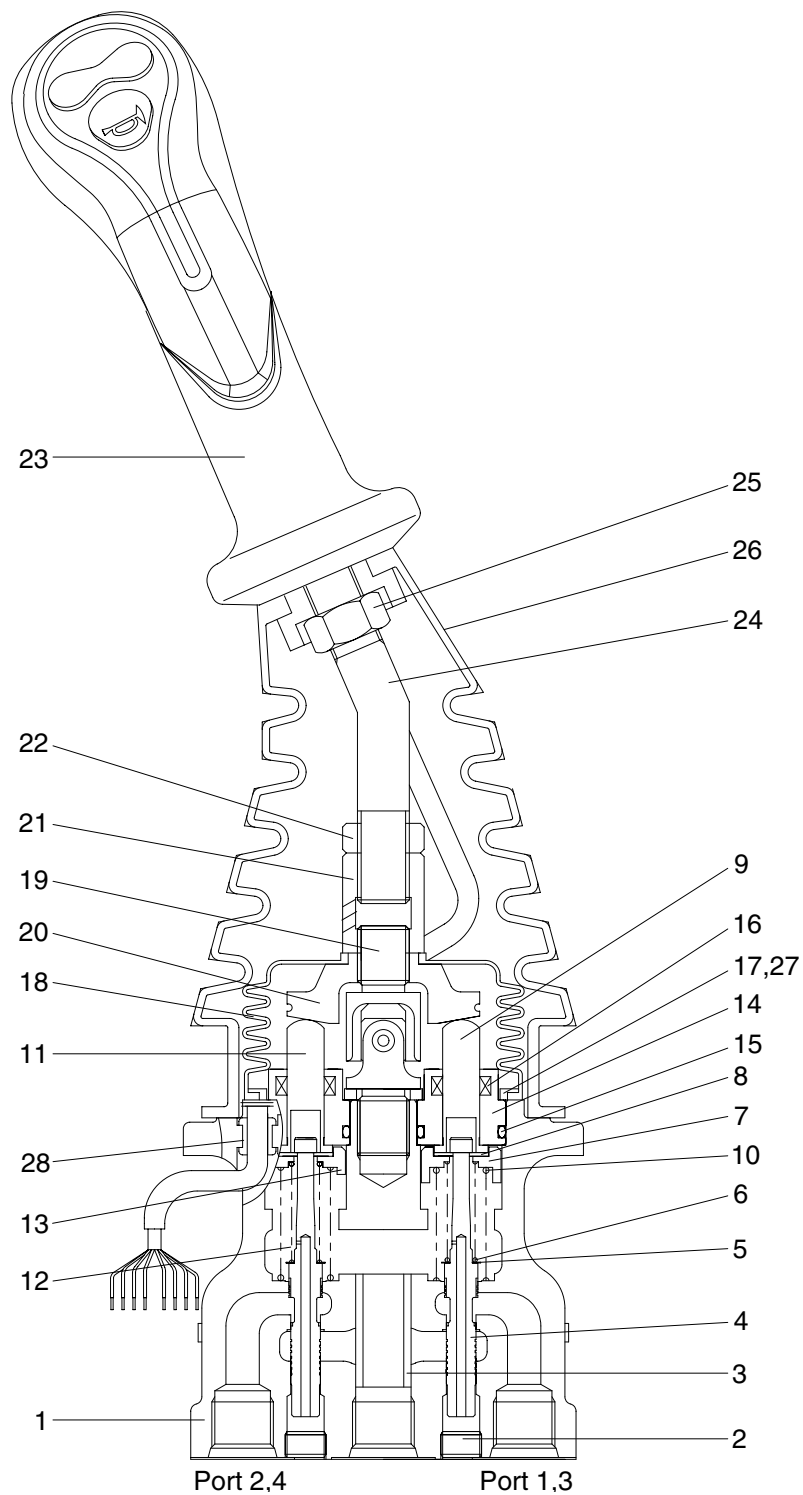
During the dozer down operation, the pilot pressure from the dozer control valve is supplied into the port Pc6 of the spring side and it shifts the dozer spool in the left direction.

The hydraulic fluid from the pump A1 enters the parallel passage and is direction to the head side of the dozer cylinder through port D6.

The return flow from the rod side of the dozer cylinder returns to the dozer spool through C6 port. Thereafter it is directed to the hydraulic tank through tank passage.

In case of the dozer up operation, operation is similar.

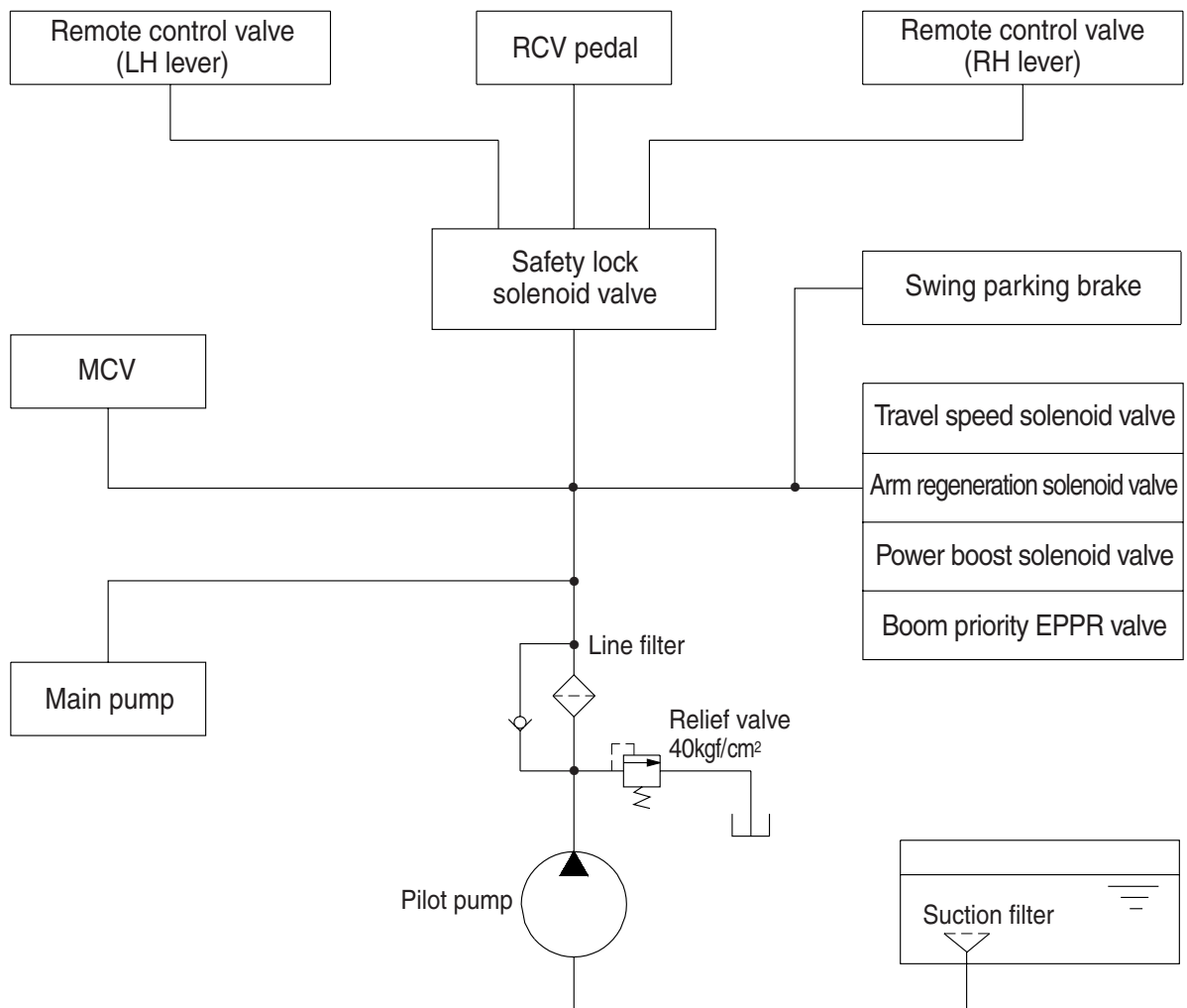
## CROSS SECTION



1	Case	8	Stopper	15	O-ring	22	Lock nut
2	Plug	9	Push rod	16	Rod seal	23	Handle assembly
3	Bushing	10	Spring	17	Plate	24	Handle bar
4	Spool	11	Push rod	18	Boot	25	Nut
5	Shim	12	Spring	19	Joint assembly	26	Boot
6	Spring	13	Spring seat	20	Swash plate	27	Spring pin
7	Spring seat	14	Plug	21	Adjusting nut	28	Bushing

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## GROUP 3 PILOT CIRCUIT

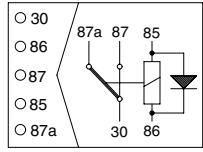
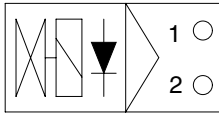

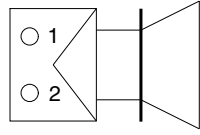
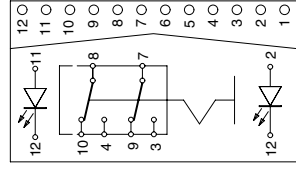
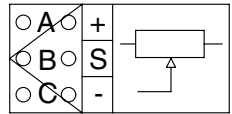


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The pilot circuit consists of suction circuit, delivery circuit and return circuit.

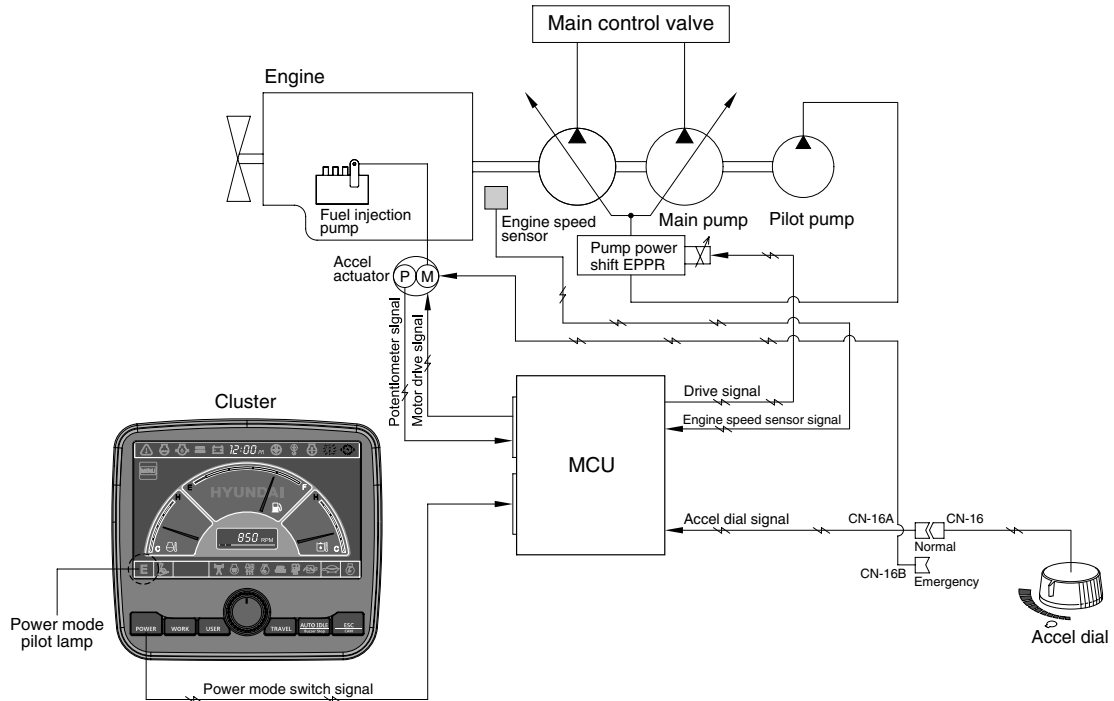
The pilot pump is provided with relief valve, receives the oil from the hydraulic tank through the suction filter.

The discharged oil from the pilot pump flows to the remote control valve through line filter, EPPR valve, solenoid valve assemblies, swing parking brake, main control valve and safety lock solenoid valve.

Part name	Symbol	Specifications	Check
Relay	 <p>CR-4 CR-5 CR-7 CR-9 CR-13 CR-35 CR-46</p>	24V 16A	※ Check resistance Normal : About 160 Ω (for terminal 85-86) 0 Ω (for terminal 30-87a) ∞ Ω (for terminal 30-87)
Solenoid valve	 <p>CN-68 CN-70 CN-88 CN-135 CN-140</p> <p>• CLUSTER TYPE 1 (CN-66, CN-149, CN-236, CN-237)</p>	24V 1A	※ Check resistance Normal : 15~25 Ω (for terminal 1-2)
EPPR valve	 <p>CN-75 CN-133 CN-242</p>	700mA	※ Check resistance Normal : 15~25 Ω (for terminal 1-2)
Speaker	 <p>CN-23(LH) CN-24(RH)</p>	20W	※ Check resistance Normal : A few Ω
Switch (locking type)	 <p>CS-23 CS-50 CS-67 CS-82 CS-83 CS-99 CS-100</p>	24V 8A	※ Check contact Normal ON : 0 Ω (for terminal 3-7, 4-8) ∞ Ω (for terminal 7-9, 8-10) OFF : ∞ Ω (for terminal 3-7, 4-8) 0 Ω (for terminal 7-9, 8-10)
Accel dial	 <p>CN-142</p>	-	※ Check resist Normal : About 5k Ω (for terminal A-C) ※ Check voltage Normal : About 5V (for terminal A-C) : 2~4.5V (for terminal C-B)

# GROUP 2 MODE SELECTION SYSTEM (CLUSTER TYPE 1)

## 1. POWER MODE SELECTION SYSTEM



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Mode selection system (micro computer based electro-hydraulic pump and engine mutual control system) optimizes the engine and pump performance.

The combination of 3 power modes (P, S, E) and accel dial position (10 set) makes it possible to use the engine and pump power more effectively corresponding to the work conditions from a heavy and great power requesting work to a light and precise work.

Power mode	Application	Engine rpm				Power shift by EPPR valve			
		Standard		Option		Standard		Option	
		Unload	Load	Unload	Load	Current (mA)	Pressure (kgf/cm <sup>2</sup> )	Current (mA)	Pressure (kgf/cm <sup>2</sup> )
P	Heavy duty power	2150 ± 50	1950 ± 50	2200 ± 50	2000 ± 50	360 ± 30	9.5 ± 2.5	290 ± 30	8
S	Standard power	2050 ± 50	1850 ± 50	2100 ± 50	1900 ± 50	400 ± 30	12.5 ± 2.5	330 ± 30	10 ± 3
E	Economy operation	1950 ± 50	1750 ± 50	2000 ± 50	1800 ± 50	400 ± 30	12.5 ± 2.5	400 ± 30	12.5 ± 2.5
AUTO DECEL	Engine deceleration	1150 ± 100	-	1150 ± 100	-	700 ± 30	38 ± 3	700 ± 30	38 ± 3
One touch decel	Engine quick deceleration	1050 ± 100	-	1050 ± 100	-	700 ± 30	38 ± 3	700 ± 30	38 ± 3
KEY START	Key switch start position	1050 ± 100	-	1050 ± 100	-	700 ± 30	38 ± 3	700 ± 30	38 ± 3

※ Power shift (Standard/Option) can be changed by "Service menu" in "Management" on the cluster.



### 3. MACHINE ERROR CODES TABLE (CLUSTER TYPE 2)

Error code No.	Description
1	Short circuit in accel actuator system
2	Potentiometer circuit is shorted to Vcc (5V) or battery +
3	Short circuit in pump EPPR valve system
4	Short circuit in boom down EPPR valve system
5	Short circuit in travel speed solenoid system
6	Short circuit in power boost solenoid system
7	Short circuit in max flow solenoid system
10	Short circuit in hour-meter system
11	Accel dial circuit is shorted to Vcc(5V) or battery +
12	P1 pressure sensor circuit is shorted to power supply (24V) line
13	P2 pressure sensor circuit is shorted to power supply (24V) line
14	P3 pressure sensor circuit is shorted to power supply (24) line
15	Boom down pressure circuit is shorted to power supply (24V) line
16	Accel actuator circuit is open or shorted to ground
17	Potentiometer circuit is open or shorted to ground
18	Pump EPPR valve circuit is open or shorted to ground
19	Boom down EPPR valve circuit is open or shorted to ground
20	Travel speed solenoid circuit is open or shorted to ground
21	Power boost solenoid circuit is open or shorted to ground
22	Max flow solenoid circuit is open or shorted to ground
25	Hour-meter circuit is open or shorted to ground
26	Accel dial circuit is open or shorted to ground
27	P1 pressure sensor circuit is open or shorted to ground
28	P2 pressure sensor circuit is open or shorted to ground
29	P3 pressure sensor circuit is open or shorted to ground
30	Boom down pressure sensor circuit is open or shorted to ground
31	Engine preheater circuit is open or shorted to ground
32	Travel alarm buzzer circuit is open or shorted to ground
33	Alternator circuit is open or shorted to ground
34	Controller input voltage is below 18V
35	Controller input voltage is over 38V
36	Communication error with cluster
37	Engine speed sensor circuit is open or shorted to ground
38	Anti-restart relay circuit is open or shorted to ground
39	Accel actuator does not stop at a target position
40	There is more than 500rpm difference between target speed and actual speed

# GROUP 2 HYDRAULIC AND MECHANICAL SYSTEM

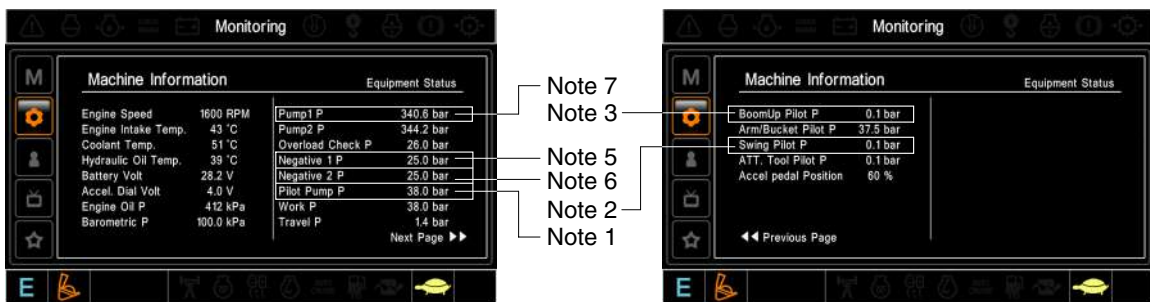
## 1. INTRODUCTION

### 1) MACHINE IN GENERAL

- (1) If even a minor fault is left intact and operation is continued, a fatal failure may be caused, entailing a large sum of expenses and long hours of restoration.  
Therefore when even a small trouble occurs, do not rely on your intuition and experience, but look for the cause based on the troubleshooting principle and perform maintenance and adjustment to prevent major failure from occurring. Keep in mind that a fault results from a combination of different causes.
- (2) The following lists up commonly occurring faults and possible causes with this machine. For the troubleshooting of the engine, refer to the coming troubleshooting and repair.
- (3) When carrying out troubleshooting, do not hurry to disassemble the components.  
It will become impossible to find the cause of the problem.
- (4) Ask user or operator the following.
  - ① Was there any strange thing about machine before failure occurred?
  - ② Under what conditions did the failure occur?
  - ③ Have any repairs been carried out before the failure?
- (5) Check before troubleshooting.
  - ① Check oil and fuel level.
  - ② Check for any external leakage of oil from components.
  - ③ Check for loose or damage of wiring and connections.

### 2) MACHINE STATUS MONITORING ON THE CLUSTER (CLUSTER TYPE 1)

- (1) The machine status such as the engine rpm, oil temperature, voltage and pressure etc. can be checked by this menu.



Analog 1

Analog 2

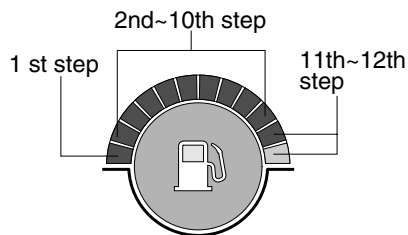
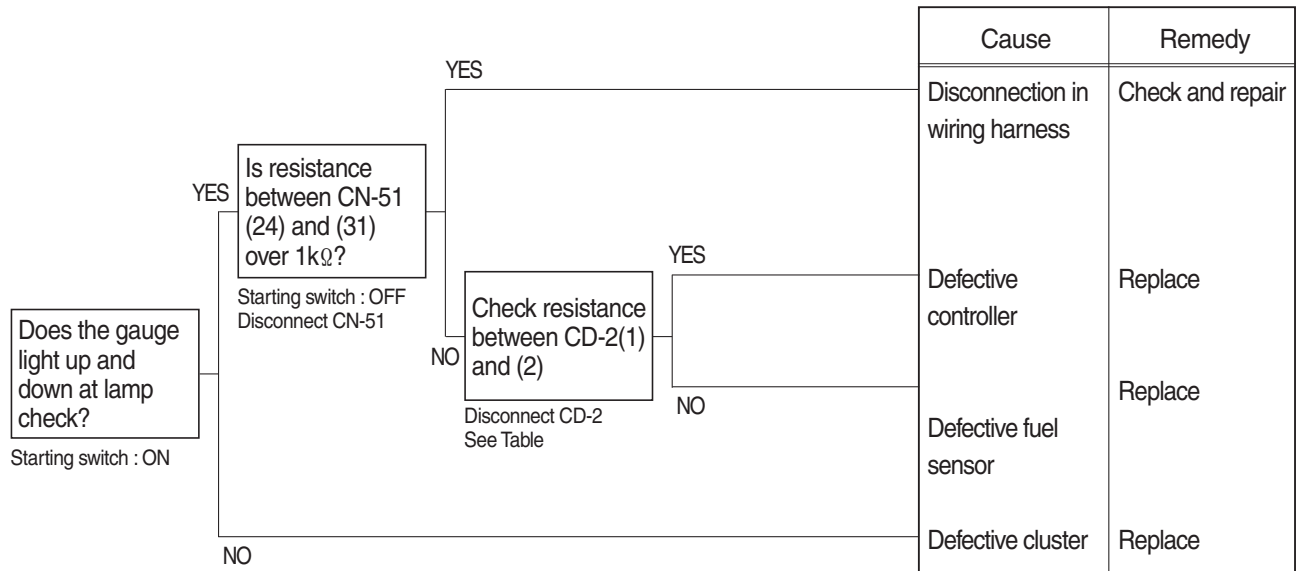
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### (2) Specification

No.	Description	Specification
Note 1	Pilot pump pressure	40 <sup>+2</sup> <sub>0</sub> bar
Note 2	Swing pilot pressure	0~40 bar
Note 3	Boom up pilot pressure	0~40 bar
Note 5	P1 pump control pressure	0~25 bar
Note 6	P2 pump control pressure	0~25 bar
Note 7	Pump 1 pressure	350 bar

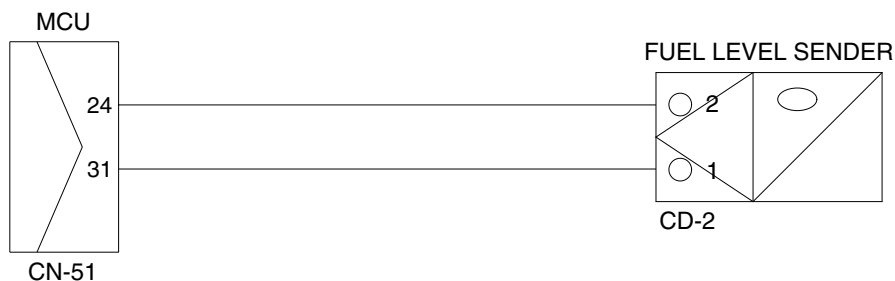
## 9. WHEN FUEL GAUGE DOES NOT OPERATE (check warning lamp ON/OFF)

- Before disconnecting the connector, always turn the starting switch OFF.
- Before carrying out below procedure, check all the related connectors are properly inserted.
- After checking, insert the disconnected connectors again immediately unless otherwise specified.



Check Table

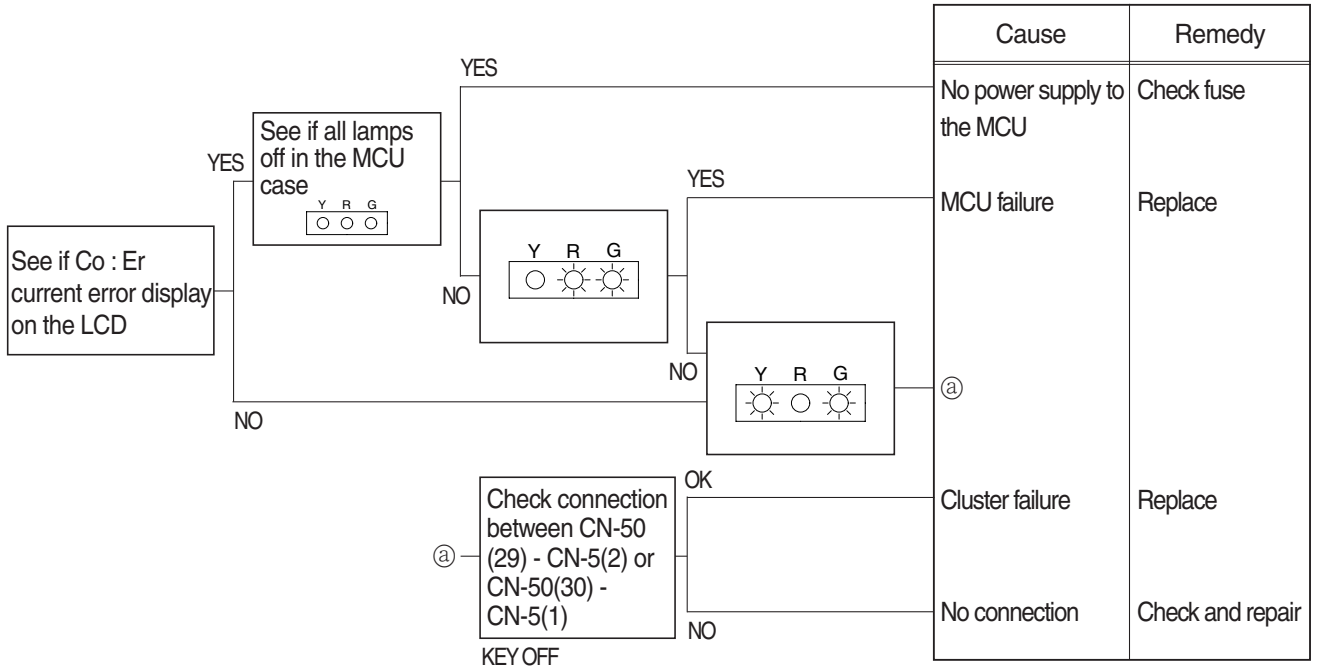
Item \ Range	1st step	2nd~10th step	11th~12th step
Unit Resistance( $\Omega$ )	700~601	600~101	~100
Tolerance(%)	$\pm 5$	$\pm 5$	$\pm 5$



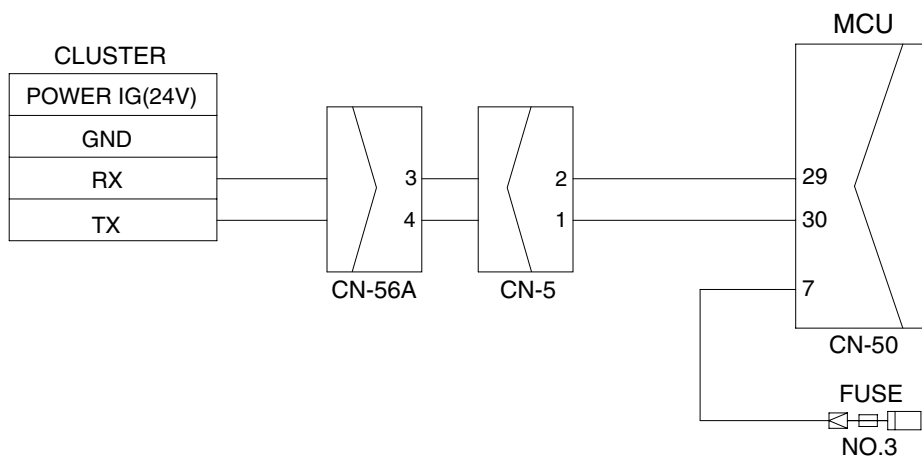
### 3. MALFUNCTION OF CLUSTER OR MODE SELECTION SYSTEM

※ Before carrying out below procedure, check all the related connectors are properly inserted.

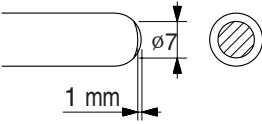
#### 1) INSPECTION PROCEDURE



#### Wiring diagram



## 5. RCV LEVER

Maintenance check item	Criteria	Remark
Leakage	The valve is to be replaced when the leakage becomes more than 1000 cc/m at neutral handle position, or more than 2000 cc/m during operation.	Conditions : Primary pressure : 40 kgf/cm <sup>2</sup> Oil viscosity : 23 cSt
Spool	This is to be replaced when the sliding surface has worn more than 10 μ m, compared with the non-sliding surface.	The leakage at the left condition is estimated to be nearly equal to the above leakage.
Push rod	 <p>This is to be replaced when the top end has worn more than 1mm.</p>	
Play at operating section	The pin, shaft, and joint of the operating section are to be replaced when their plays become more than 2 mm due to wears or so on.	When a play is due to looseness of a tightened section, adjust it.
Operation stability	When abnormal noises, hunting, primary pressure drop, etc. are generated during operation, and these cannot be remedied, referring to section 6 troubleshooting, replace the related parts.	

Notes 1. It is desirable to replace seal materials, such as O-rings, every disassembling. However, they may be reused, after being confirmed to be free of damage.

### 3. DISASSEMBLY AND ASSEMBLY

#### 1) GENERAL PRECAUTIONS

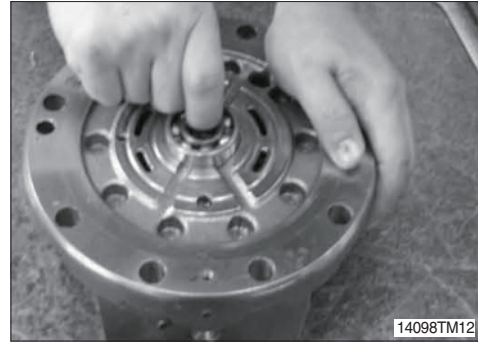
- (1) All hydraulic components are manufactured to a high precision. Consequently, before disassembling and assembling them, it is essential to select an especially clean place.
- (2) In handling a control valve, pay full attention to prevent dust, sand, etc. from entering into it.
- (3) When a control valve is to be removed from the machine, apply caps and masking seals to all ports. Before disassembling the valve, recheck that these caps and masking seals are fitted completely, and then clean the outside of the assembly. Use a proper bench for working. Spread paper or a rubber mat on the bench, and disassemble the valve on it.
- (4) Support the body section carefully when carrying or transferring the control valve. Do not lift by the exposed spool, end cover section etc.
- (5) After disassembling and assembling of the component it is desired to carry out various tests (for the relief characteristics, leakage, flow resistance, etc.), but hydraulic test equipment is necessary for these tests. Therefore, even when its disassembling can be carried out technically, do not disassemble such components that cannot be tested, adjusted, and so on. Additionally one should always prepare clean cleaning oil, hydraulic oil, grease, etc. beforehand.

#### 2) TOOLS

Before disassembling the control valve, prepare the following tools beforehand.

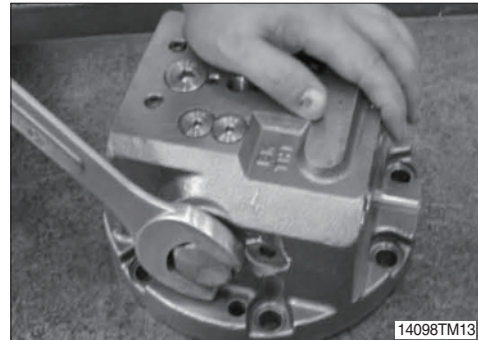
Name of tool	Quantity	Size (mm)
Vice mounted on bench (soft jaws)	1 unit	
Hexagon wrench	Each 1 piece	5, 6, 10, 12 and 14
Socket wrench	Each 1 piece	27 and 32
Spanner	Each 1 piece	32 (main relief valve, overload relief valve, negative relief valve) 26 (holding valve)

- ④ Remove the ball bearing (50) from the rear flange (1).

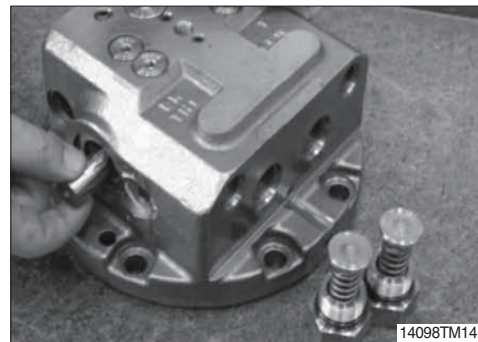


**(8) Disassembling the brake valve part**

- ① Remove two plugs (24) from the rear flange (1).
- ※ User can work easily if sub-disassembly was done on the reversal table.
  - ※ Tools
    - Hexagon wrench 36
    - Torque wrench



- ② Take out two spring retainers (25), two springs (28) from the rear flange (1).
- ③ Remove the spool (23) from the rear flange (1).
- ※ Be careful not to damage the outer surface of the spool (23) and the sliding surface of the rear flange (1).
  - ※ Since the rear flange (1) and the spool (23) are of the selective fitting type, replace them together as a kit even if only one of the two parts is damaged.



- ④ Remove two plugs (26) from the rear flange (1).
- ※ User can work easily if sub-disassembly was done on the reversal table.
  - ※ Tools
    - Hexagon wrench 10

