Operation & Maintenance Manual

Dump Truck

830E-1AC

Serial Numbers A30561 — A30850

WARNING

Unsafe use of this machine may cause serious injury or death. Operators and maintenance personnel must read this manual before operating or maintaining this machine. This manual should be kept near the machine for reference and periodically reviewed by all personnel who will come into contact with it.

NOTICE

Komatsu has Operation & Maintenance Manuals written in some other languages. If a foreign language manual is necessary, contact your local distributor for availability.

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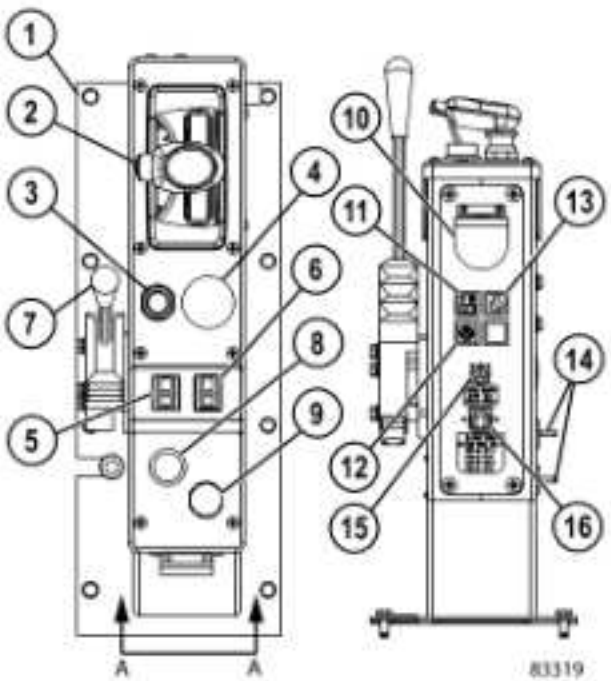
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CENTER CONSOLE B.3-0000054272



1. Center Console
2. Directional Control Lever
3. Override/Fault Reset Switch
4. Engine Stop Switch
5. L.H. Window Control Switch
6. R.H. Window Control Switch
7. Hoist Control Lever
8. Retarder Speed Control Dial
9. RSC Switch
10. Data Store Button
11. KOMTRAX Plus Snapshot In Progress Light
12. Link Energized Light (Red)
13. Service Engine Light (Blue)
14. 12V Auxiliary Power Outlets
15. 24V Fire Control Connector
16. 24V/12V Radio Connector

Figure 6-4 CENTER CONSOLE

DIRECTIONAL CONTROL LEVER

Directional control lever (2, Figure 6-4 CENTER CONSOLE, page 6-6) is mounted on a console to the right of the operator's seat. It is a four position lever that controls the park, reverse, neutral, and forward motion of the truck. Before moving the directional control lever, apply the service brakes to completely stop the truck. Depress the button on the side to release the detent lock, then move the control lever to the desired position. When the control lever is in the center N position, it is in NEUTRAL. When the control lever is in the P position, it is in PARK, and the parking brake will be applied. The parking brake is spring applied and hydraulically released. It is designed to hold the truck stationary when the engine is off and the key switch is turned OFF. The truck must be completely stopped before moving the control lever to PARK, or damage may occur to the park brake. When the key switch is ON, and the control lever is in PARK, the parking brake indicator light in the overhead panel will be illuminated.

NOTE: *The directional control lever must be in PARK to start the engine. DO NOT move the directional control lever to the PARK position at the shovel or dump.*

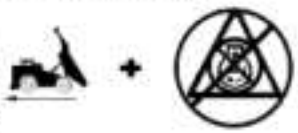
Select FORWARD drive by moving the control lever to the F position.

Select REVERSE drive by moving the control lever to the R position. DO NOT allow the control lever to travel too far and go into the PARK position when REVERSE is desired.

NOTE: *The truck must be completely stopped before the control lever is moved to a drive position or into PARK. A drive system fault will be recorded if the control lever is placed into the PARK position while the truck is still moving.*

OVERRIDE/FAULT RESET SWITCH

Override/fault reset switch (3) is spring-loaded to the OFF position. When pushed in and held, this switch may be used for several functions.



1. This switch permits the operator to override the body-up limit switch and move the truck forward when the directional control lever is in FORWARD, the dump body is raised, and the brakes are released.

   Use of the override switch for this purpose is intended for emergency situations only!

2. The push button deactivates the retard pedal function when truck speed is below 5 kph (3 mph).

3. The override switch is also used to reset an electric system fault when indicated by a red warning light. Refer to OVERHEAD STATUS/WARNING INDICATOR, page 6-25 in this section.

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EVERY 250 HOUR LUBRICATION AND MAINTENANCE E.34-0000051633

NOTE: *The 10 hour lubrication and maintenance checks must also be performed at this time. "Lube Key" references are to the lubrication chart.*

EVERY 250 HOUR LUBRICATION AND MAINTENANCE	
Item	**Task**
ENGINE	• Change the engine oil. (Lube Key "A"). • Replace engine oil filters. • Check belt tension and the condition of each accessory belt. Refer to the engine Operation & Maintenance manual for specific adjustment instructions. ***NOTE:*** *If the engine is equipped with the Centinel™ oil system and/or the Eliminator™ filter system, engine oil and filter change intervals are extended beyond 250 hours. Take an engine oil sample for analysis.* ***NOTE:*** *When installing spin-on filter elements, follow the instructions of the filter manufacturer. The tightening instructions are normally printed on the outside of the filter.* ***Do not use a wrench or strap to tighten filter elements.*** Refer to the engine Operation & Maintenance manual for complete specifications regarding engine lube oil specifications.
COOLING SYSTEM	• Check for proper coolant mixture. Add coolant as required. • Change coolant filters. • Check cooling system hoses for damage and signs of deterioration. • Check the torque on the cooling fan mounting capscrews: **237 N·m (175 ft lb).** Refer to the engine maintenance manual for coolant filter replacement instructions and proper coolant mixture instructions.
FUEL SYSTEM	• Change the fuel filters (fuel separators). Refer to the engine Operation & Maintenance manual for specific filter replacement instructions. • Drain water and sediment from the fuel tank. Refer to FUEL SYSTEM SERVICE, page 7-6 for detailed instructions.
AIR INTAKE PIPING	Check all mounting hardware, joints and connections. Ensure that there are no air leaks and all hardware is properly tightened.
HYDRAULIC SYSTEM	• Add one or two applications of grease to each grease fitting on the pump drive shaft. Non - moly grease only. • Replace filter elements after the initial 250 hours of operation; then at each 500 hours of operation thereafter. Refer to (Lube Key "B"). Refer to HYDRAULIC SYSTEM SERVICE, page 7-2 for detailed instructions.
STEERING LINKAGE	• Check the torque on the pin retaining nuts located on the steering linkage - **712 N·m (525 ft lb).**

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MAJOR COMPONENT DESCRIPTION C.3-0000051647

Truck And Engine C.2-0000051646

The 830E-AC dump truck is an off-highway, rear dump truck with AC electric drive. The gross vehicle weight is 385 852 kg (850,650 lbs.). The engine is rated at 1 865 kW (2,500 HP).

Traction Alternator D.16-0000051645

The diesel engine drives an in-line alternator at engine speed. The alternator produces AC current which is rectified to DC within the main control cabinet.

Cooling air for the control / power group and wheel motors, as well as the alternator itself, is provided by a fan mounted on the alternator shaft.

Main Control Cabinet A.2-0000060880

Each phase module contains paired positive and negative semiconductor switches referred to as insulated gate bipolar transistors (IGBT). The IGBTs cycle on and off at varying frequencies to create an AC power signal from the DC supply.

The AC power signal produced by each inverter is a variable-voltage, variable-frequency (VVVF) signal. Frequency and voltage are changed to suit the operating conditions.

AC Induction Traction Motorized Wheels C.3-0000051644

The alternator output supplies electrical energy to the two wheel motors attached to the rear axle housing. The motorized wheels use three-phase AC induction motors with full-wave AC power.

The two wheel motors convert electrical energy back to mechanical energy through built-in gear trains within the wheel motor assembly. The direction of the wheel motors is controlled by a forward or reverse hand selector switch located on the center console.

Suspension D.3-0000051643

Hydrair II® suspension cylinders located at each wheel provide a smooth and comfortable ride for the operator and dampens shock loads to the chassis during loading and operation.

Operator's Cab D.18-0000051642

The operator cab has been engineered for operator comfort and to allow for efficient and safe operation of the truck. The cab provides wide visibility, with an integral 4-post ROPS/FOPS structure, and an advanced analog operator environment. It includes a tinted safety-glass windshield and power-operated side windows, a deluxe interior with a fully adjustable seat with lumbar support, a fully adjustable tilt/telescope steering wheel, controls mounted within easy reach of the operator, and an analog instrument panel which provides the operator with all instruments and gauges which are necessary to control and/or monitor the truck's operating systems.

Power Steering D.1-0000051641

The truck is equipped with a full time power steering system which provides positive steering control with minimum operator effort. The system includes nitrogen-charged accumulators which automatically provide emergency power if the steering hydraulic pressure is reduced below an established minimum.

Dynamic Retarding Grid E.15-0000051640

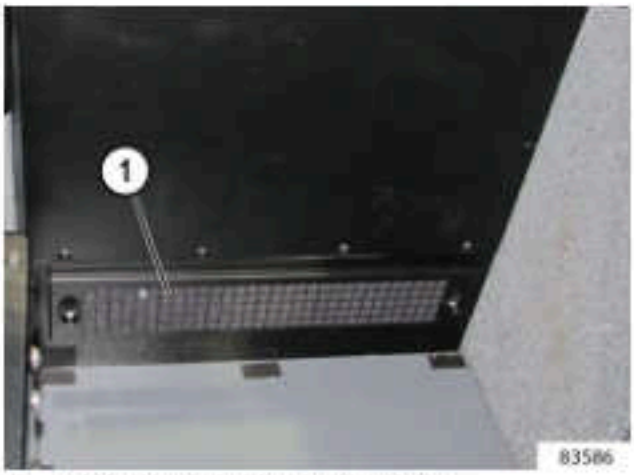
The dynamic retarding grid is used to slow the truck during normal operation or control speed coming down a grade. The dynamic retarding ability of the electric system is controlled by the operator through the activation of the retarder pedal in the operator's cab and by setting the speed control. Dynamic Retarding is automatically activated if the truck speed goes to a preset overspeed setting.

Brake System E.3-0000051639

The braking system consists of an all hydraulic actuation system. Depressing the brake pedal actuates wheel-speed single disc front brakes and armature-speed dual disc rear brakes. The brakes can also be activated by operating a switch on the instrument panel. The rear brakes will be applied automatically if system pressure decreases below a preset minimum.

The parking brake is integral with the service brake caliper, and is spring-applied and hydraulically-released. The park brake is applied by moving the directional control lever to the PARK position.

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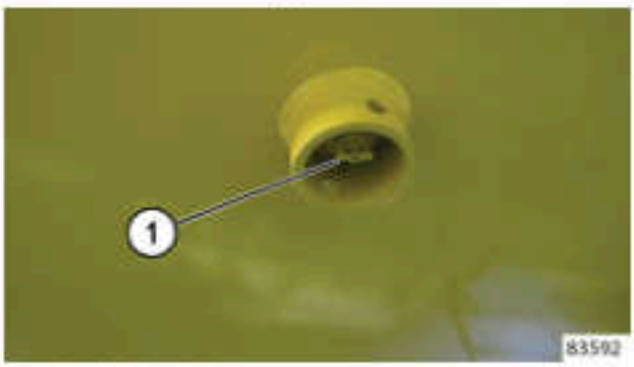
1. HVAC Recirculation Filter Element

Figure 7-7 HVAC RECIRCULATION FILTER LOCATION

1. Clean both filter elements (1, Figure 7-6 CAB AIR FILTER LOCATION, page 7-5 and Figure 7-7 HVAC RECIRCULATION FILTER LOCATION, page 7-6) with mild soap and water.
2. Rinse completely clean and air dry with a maximum of 275 kPa (40 psi).
3. Reinstall the filters.

FUEL SYSTEM SERVICE G.41-0000051601

Fuel Tank Cleaning

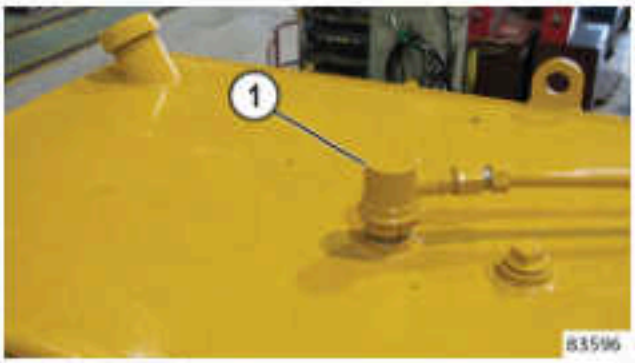


1. Fuel Tank Drain

Figure 7-8 FUEL TANK

Open fuel tank drain (1, Figure 7-8 FUEL TANK, page 7-6) to drain water and sediment from the fuel tank. The fuel tank is provided with a drain and a cleaning port in the side that allows steam or solvent to be utilized in cleaning tanks that have accumulated foreign material.

It is not necessary to remove the tank from the truck for cleaning of sediment, however rust and scale on the walls and baffles may require complete tank removal. Prior to a cleaning procedure of this type, all vents, fuel gauge, and hose connections should be removed and temporarily sealed. After all scale, rust, and foreign material has been removed, the temporary plugs can be removed. A small amount of light oil must be sprayed into the tank to prevent rust if the tank is to remain out of service. All openings should be sealed for rust prevention.



1. Fuel Tank Breather

Figure 7-9 FUEL TANK BREATHER

Remove breather (1, Figure 7-9 FUEL TANK BREATHER, page 7-6) and clean in solvent. Dry with pressurized air and reinstall.

Fuel Filter Service



1. Water Drain Valves

Figure 7-10 WATER SEPARATOR DRAIN

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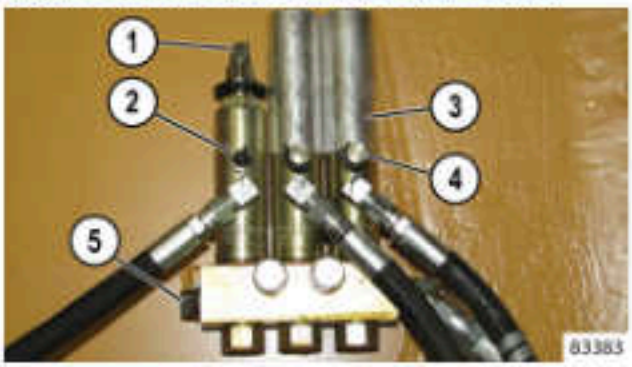
Priming The Automatic Lubrication System

The system must be full of grease and free of air pockets to function properly. After maintenance, if primary or secondary lubrication lines were replaced, it will be necessary to prime the system to eject all entrapped air.



1. Vent Valve
2. Main Supply Line

Figure 5-22 AUTO LUBE MAIN SUPPLY LINE



1. Injector Indicator
2. Injector Grease Zerk
3. Injector Cover
4. Injector Grease Zerk Cap
5. Injector Manifold Plug

Figure 5-23 INJECTOR MANIFOLD

To prime the main supply lines, perform the following:

1. Fill lube reservoir with lubricant, if necessary.
2. Remove injector manifold plug (5, Figure 5-23 INJECTOR MANIFOLD, page 5-54) from injector manifold. Always start with the injector manifold closest to the pump. The last grease line to be purged should be the main grease line to the rear axle (longest grease line).
3. Disconnect main supply line (2, Figure 5-22 AUTO LUBE MAIN SUPPLY LINE, page 5-54) from vent valve (1). Connect an external grease supply to main supply line (2).
4. Pump grease in main supply line (2) until grease appears at the injector manifold plug.
5. Re-install the injector manifold plug. Repeat for remaining injector groups.

After all main supply lines are purged of air, the injector circuits must now be primed.

To prime the secondary supply lines, perform the following:

1. If necessary, disconnect an injector grease line from the component that particular injector supplies grease to.
2. Remove injector grease zerk cap (4) from each injector and connect an external grease supply to injector grease zerk (2) on the injector.
3. Pump grease into the injector until grease appears at the far end of the individual grease line or the joint being greased.
4. Reconnect injector grease line to the component, remove the external grease supply, and reinstall injector grease zerk cap.
5. Repeat steps 1 through 4 until all secondary supply lines have been primed.
6. After all grease lines are primed, use the override switch to cycle the automatic lubrication pump a few times to lube the components.

PREVENTIVE MAINTENANCE PROCEDURES E.6-0000051465

Use the following maintenance procedures to ensure proper system operation.

Daily Lubrication System Inspection

1. Check the grease reservoir level after each shift of operation. Grease usage should be consistent from day-to-day operations. Lack of lubricant usage would indicate an inoperative system. Excessive usage would indicate a broken supply line.
2. Check filter bypass indicator when filling reservoir. Replace element if bypassing.
3. Check all grease hoses from the injectors to the lubrication points.
   a. Repair or replace all damaged feed line hoses.
   b. Ensure that all air is purged and all new feed line hoses are filled with grease before returning the truck to service.

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