CEAM025902

Operation & Maintenance Manual

730E

DUMP TRUCK

SERIAL NUMBERS A30620, A30622-A30625, A30633-A30680

October 2016

KOMATSU®

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INTRODUCTION
WARNINGS 1-2
California Proposition 65 Warnings 1-2
FOREWORD 1-3
ABOUT THIS MANUAL 1-4
ALERTS 1-5
TRUCK MODEL ILLUSTRATION 1-6
NON-OEM PARTS IN CRITICAL SYSTEMS 1-7
STANDARD CHARTS AND TABLES
GENERAL INFORMATION 2-2
Effect Of Special Lubricants 2-2
Suggested Sources For Rust Preventive Grease 2-2
STANDARD TIGHTENING TORQUES 2-3
Class 10.9 Capscrews And Class 10 Nuts 2-3
SAE Grade 5 And Grade 8 Capscrews 2-4
SAE Grade 9 Capscrews 2-5
T-Bolt Clamps 2-5
Split Flange Clamps 2-6
Flared Tube And Hose Fittings 2-6
JIC 37° Swivel Nuts 2-7
Pipe Thread Fittings 2-8
O-Ring Boss Fittings 2-9
O-Ring Face Seal Fittings 2-10
CONVERSION MULTIPLIERS 2-11
Metric To English 2-11
English To Metric 2-12
Temperature Conversions 2-13
GENERAL SAFETY
GENERAL SAFETY 3-2
Safety Rules 3-2
Truck Safety Features 3-2
Clothing And Personal Items 3-2
Unauthorized Modification 3-2
Leaving The Operator'S Seat 3-2
Mounting And Dismounting 3-2
Fire Extinguishers And First Aid Kits 3-3
Precautions For High Temperature Fluids 3-3
Asbestos Dust Hazard Prevention 3-3
Fire Prevention 3-3
ROPS Precautions 3-3
Preventing Injury From Work Equipment 3-4
Precautions For Optional Attachments 3-4
Precautions When Starting The Machine 3-4
PRECAUTIONS FOR TRUCK OPERATION 3-5
Safety Is Thinking Ahead 3-5
Safety At The Worksite 3-5
Preparing For Operation 3-5
Ventilation For Enclosed Areas 3-5
Mirrors, Windows, And Lights 3-5
Before Starting The Engine 3-5
Seat Belts And Tethers 3-5
Emergency Egress Ladders 3-6
OPERATING THE MACHINE 3-7
General Information 3-7

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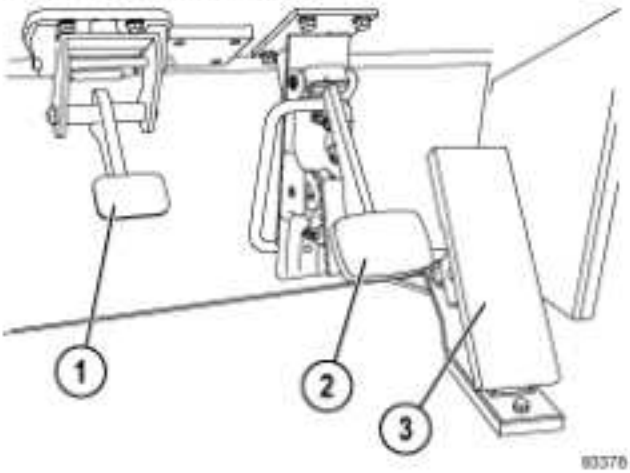
Starting The Engine 3-7
Traveling In The Machine 3-7
Traveling In Reverse 3-8
Traveling On Slopes 3-8
Traveling On Snow 3-8
Traveling Near High Voltage Cables 3-8
Traveling On Loose Ground 3-8
Ensuring Good Visibility 3-8
Avoid Damage To The Dump Body 3-8
Safe Parking Of The Machine 3-9
Loading The Machine 3-9
Dumping The Machine 3-9
Towing The Machine 3-9
EXTERIOR LIGHTING 3-10
Fog Lights 3-10
Headlights 3-10
Brake Light 3-10
Retard Light 3-10
Clearance/Turn Signal Lights 3-10
Backup Lights 3-11
Retard Lights 3-11
Brake Lights 3-11
Backup Alarm 3-11
PRECAUTIONS FOR MAINTENANCE 3-12
BEFORE PERFORMING MAINTENANCE 3-12
Securing The Dump Body 3-12
DURING MAINTENANCE 3-13
Warning Tag 3-13
Proper Tools 3-13
Attachments 3-13
Working Under The Machine 3-13
Keeping The Machine Clean 3-13
Adding Fuel Or Oil To The Machine 3-13
Radiator Coolant Level 3-14
Use Of Lighting 3-14
Handling High Pressure Hoses 3-14
Precautions With High Pressure Oil 3-14
Maintenance Near High Temperatures And High Pressures 3-14
Rotating Fan And Belts 3-14
Waste Materials 3-14
Use Of Tie-Off Anchor During Maintenance 3-15
Handling Tires 3-15
Tire Maintenance 3-15
Storing Tires After Removal 3-15
Battery Hazard Prevention 3-16
Jump Starting With Booster Cables 3-16
Jump Starting With Receptacles 3-17
WHEN REPAIRS ARE NECESSARY 3-18
Observe The Following Precautions 3-18
SPECIAL PRECAUTIONS 3-19
Preliminary Procedures Before Welding or Performing Maintenance 3-19
Engine Shutdown Procedure Before Welding or Performing Maintenance 3-19
WARNING AND CAUTIONS
GENERAL INFORMATION 4-2

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PIN PLATE 4-2
GRADE SPEED CHART 4-3
MACHINE SAFETY 4-3
KEY SWITCH 4-6
OIL FILL AND CHECK 4-6
HIGH PRESSURES 4-7
BATTERY AND ISOLATION BOX 4-9
HIGH VOLTAGE 4-10
WELDING 4-11
LIFTING POINTS 4-12
AUTOMATIC LUBRICATION FILL 4-13
ROPS/FOPS 4-13
LUBRICATION CHART 4-14
OPERATING INSTRUCTIONS
PREPARING FOR OPERATION 5-2
Safety Is Thinking Ahead 5-2
Walk Around Inspection 5-2
TRUCK OPERATION 5-6
ENGINE START-UP SAFETY 5-6
After Engine Has Started 5-6
MACHINE OPERATION SAFETY PRECAUTIONS 5-7
Machine Operation On The Haul Road 5-7
Starting On A Grade With A Loaded Truck 5-8
Retarding On A Grade 5-8
Passing 5-9
Loading 5-9
Overload Speed Limit Function 5-9
Dumping 5-9
Lowering The Dump Body (When Dumping On Flat Ground) 5-10
Lowering The Dump Body (When Dumping Over A Berm Or Into A Crusher) 5-11
SUDDEN LOSS OF ENGINE POWER OR LOSS OF DRIVE SYSTEM FUNCTION 5-12
EMERGENCY STEERING SYSTEM 5-12
Operation 5-12
Pre-Operation Testing 5-12
Additional Guidelines 5-13
SAFE PARKING PROCEDURES 5-13
NORMAL ENGINE SHUTDOWN PROCEDURE 5-14
DISABLED TRUCK CONNECTORS 5-15
GENERAL INFORMATION 5-15
STEERING AND BRAKE SYSTEM 5-15
Components Required 5-15
Hookup 5-15
HOIST SYSTEM 5-16
Hookup 5-16
Dumping Procedure 5-17
TOWING 5-18
TOWING PROCEDURE 5-18
PAYLOAD METER III SYSTEM 5-19
GENERAL INFORMATION 5-19
Data Summary 5-19
Data Gathering 5-19
COMPONENT DESCRIPTION 5-19
Operator Display 5-19
Operator Switch 5-19

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PEDALS C.7-0000051459



1. Service Brake Pedal
2. Dynamic Retard Pedal
3. Accelerator Pedal

Figure 6-3 PEDALS

Service Brake Pedal

Service brake pedal (1, Figure 6-3 PEDALS, page 6-5) is a foot operated pedal which applies the service brakes. Only apply the service brakes when dynamic retarding requires additional braking force to slow the truck speed quickly, or to bring the truck to a complete stop once truck speed is less than 5 kph (3 mph).

Dynamic Retard Pedal

Dynamic retard pedal (2) is a foot operated pedal which allows the operator to slow the truck and maintain a safe productive speed without the use of the service brakes. For normal truck operation, only dynamic retarding must be used to slow and control the speed of the truck. Use the grade/speed chart, located on the left post next to the windshield, to determine maximum safe truck speeds for descending a grade with a loaded truck. Only apply the service brakes when dynamic retarding requires additional braking force to slow the truck speed quickly or to bring the truck to a complete stop.

When dynamic retarding is in use, the engine rpm will automatically go to an advance rpm retard speed setting (usually 1250 rpm). Dynamic retarding will be applied automatically, if the speed of the truck reaches the predetermined overspeed retard setting. Dynamic retarding is available in FORWARD/REVERSE at all truck speeds above 0 kph/mph, but is available in NEUTRAL only when truck speed is above 5 kph (3 mph).

Dynamic Retarding

Dynamic retarding is a braking torque (not a brake) produced through electrical generation by the wheelmotors when the truck motion (momentum) is the propelling force.

For normal truck operation, dynamic retarding must be used to slow and control truck speed.

Dynamic retarding is available in FORWARD/REVERSE at all truck speeds above 0 kph/mph; however, as the truck speed slows below 5 kph (3 mph), the available retarding force may not be effective. Use the service brakes to bring the truck to a complete stop.

Dynamic retarding will not hold a stationary truck on an incline. Use the parking brake or wheel brake lock for this purpose.

Dynamic retarding is available in NEUTRAL only when truck speed is above 5 kph (3 mph).

When dynamic retarding is in operation, engine rpm will automatically go to an advance retard speed setting. This rpm will vary depending on temperature of several electrical system components.

Dynamic retarding will be applied automatically if the speed of the truck obtains the maximum speed setting programmed in the control system software.

When dynamic retarding is activated, an indicator light in the overhead display will illuminate. The grade/speed retard chart must always be used to determine safe downhill speeds. Refer to the grade speed chart in the cab.

Accelerator Pedal

Accelerator pedal (3) is a foot-operated pedal which allows the operator to control engine rpm depending on pedal depression.

It is used by the operator to request torque from the motors when in forward or reverse. In this mode, the propulsion system controller commands the correct engine speed for the power required. In NEUTRAL, this pedal controls engine speed directly.

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EVERY 2500 HOUR MAINTENANCE C.2-0000051630

NOTE: *Maintenance for every 10, 250, & 500 hour Lubrication and Maintenance Checks must also be performed at this time. "Lube Key" references are to the lubrication chart.*

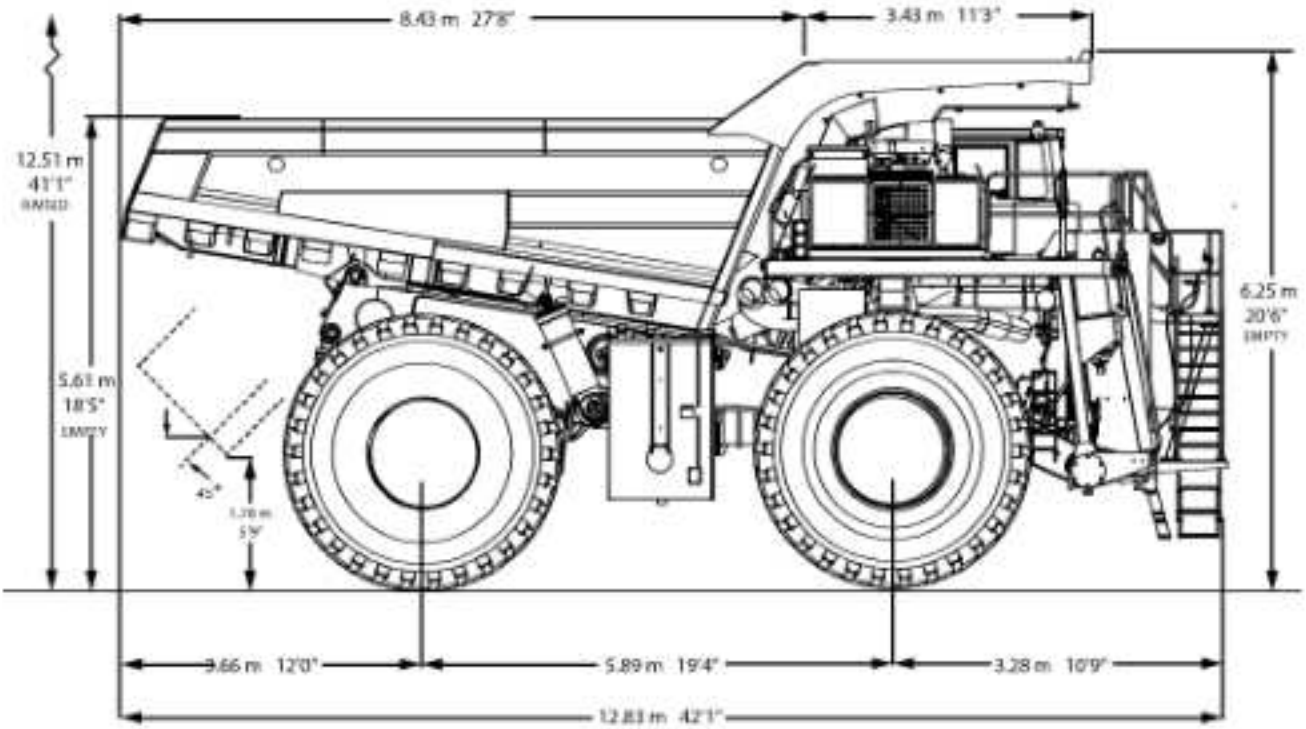
EVERY 2500 HOUR MAINTENANCE	
Item	**Task**
FRONT WHEELS	Drain and refill with oil. Refer to FRONT WHEEL SERVICE, page 7-7 for detailed instructions on changing the oil. (Lube key "E"). ***NOTE:*** *The oil may need to be changed more frequently depending on mine conditions and the results of the oil sample tests.*

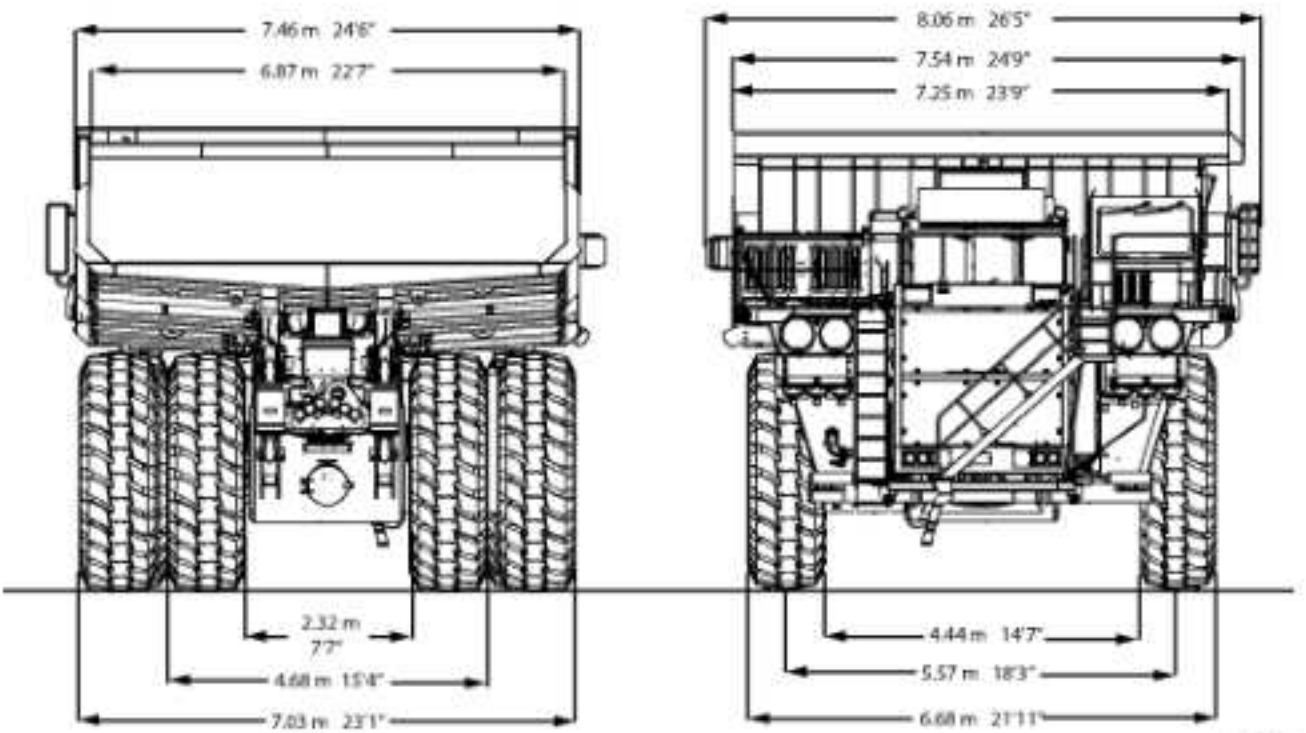
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Overall Truck Dimensions B.3-0000053335

(Empty With Standard Body)

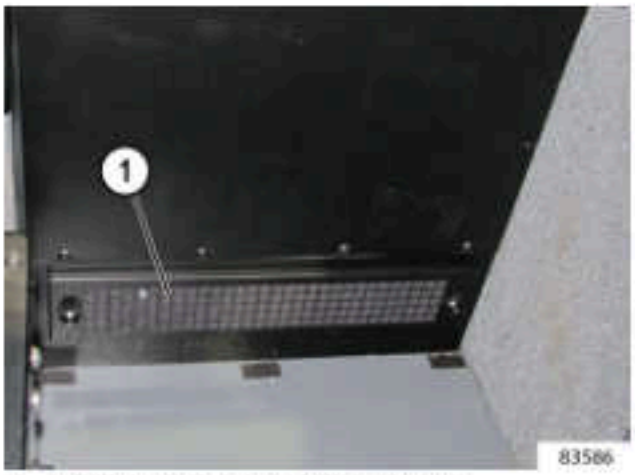
Length	12.83 m (42 ft. 1 in.)
Width	8.06 m (26 ft. 5 in.)
Height with Canopy	6.25 m (20 ft. 6 in.)
Height with Dump Body Up	12.51 m (41 ft. 1 in.)





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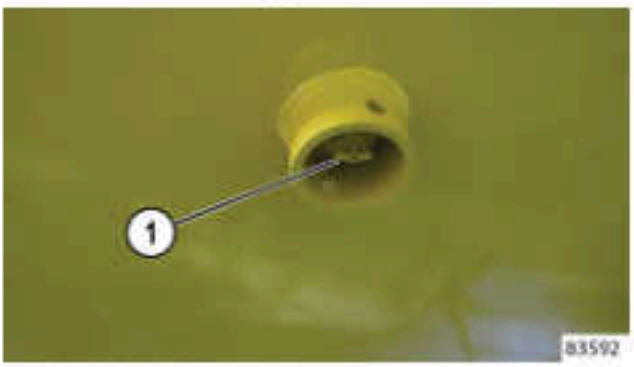
1. HVAC Recirculation Filter Element

Figure 7-6 HVAC RECIRCULATION FILTER LOCATION

1. Clean both filter elements (1, Figure 7-5 CAB AIR FILTER LOCATION, page 7-4 and Figure 7-6 HVAC RECIRCULATION FILTER LOCATION, page 7-5) 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 B.2-0000053613

Fuel Tank Cleaning



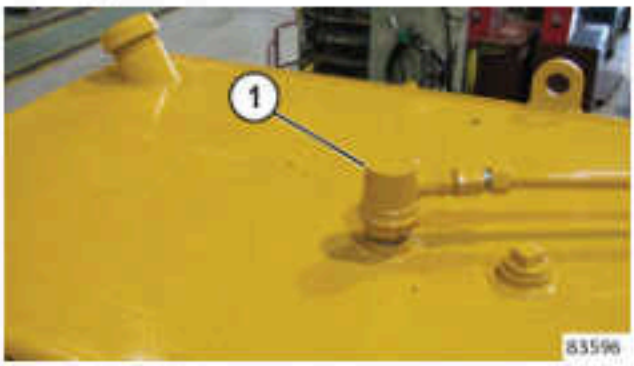
1. Fuel Tank Drain

Figure 7-7 FUEL TANK

Open fuel tank drain (1, Figure 7-7 FUEL TANK, page 7-5) 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 7-8 FUEL TANK BREATHER

Remove breather (1, Figure 7-8 FUEL TANK BREATHER, page 7-5) and clean in solvent. Dry with pressurized air and reinstall.

Fuel Filter Service



1. Water Drain Valves

Figure 7-9 WATER SEPARATOR DRAIN

Open water drain valves (1, Figure 7-9 WATER SEPARATOR DRAIN, page 7-5) to remove water from the fuel/water separators daily.

INTAKE AIR CLEANER SERVICE B.4-0000053612

⚠ CAUTION

- **The engine must be turned off before servicing the air cleaner assemblies or opening the engine air intake system. Never start the engine with the filter elements removed. Serious engine damage can result.**

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Uploading Data E.7-0000051431

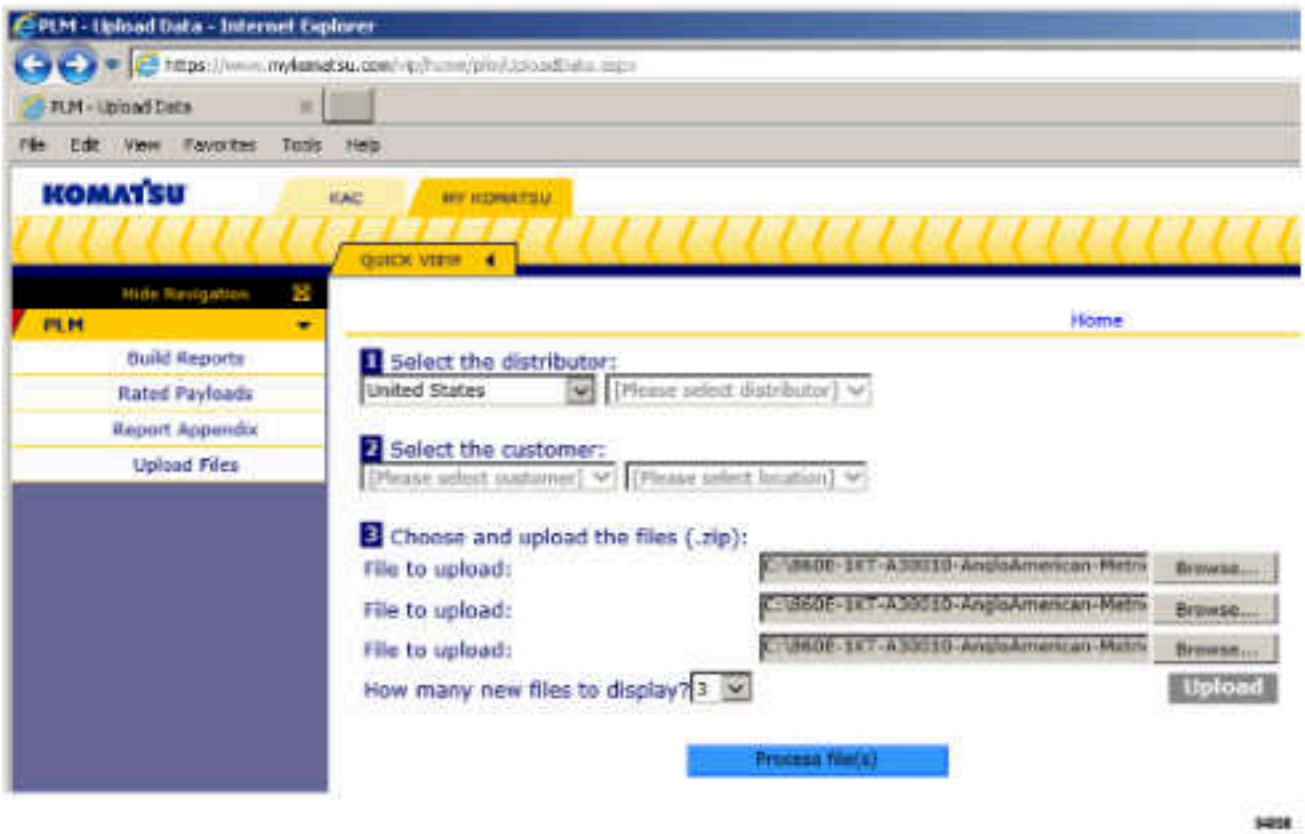


Figure 5-8 UPLOADING HAUL CYCLE AND ALARM DATA

The Payload Meter (PLM) application uses data that has been uploaded and stored on the server. The reports generated by the application are in PDF (Adobe) format. CSV files are also available for special analysis. The upload feature allows you to send the PLM data stored on your computer to the server.

To access the PLM application, perform the following:

1. Open the internet browser and go to https://www.mykomatsu.com. User id and password is required. If you need access, either contact your administrator or click "Register Now".
2. Once logged in, there will be "Go To" links for the applications that you have access to. Click "Go to PLM" to access the PLM application.

NOTE: *If no link exists, send an email to: servicesystems@komatsuna.com. Include your company and contact information.*

To upload PLM information to the server, perform the following:

1. Once logged in and at the "Payload Management" screen, click "Data Upload", on the left side of the screen, and enter the specific information about the location, distributor, and customer.
2. Click the "Browse" button to locate the file desired for uploading. Multiple files can be submitted at once by clicking a new "Browse" button for each file.

NOTE: *An uploaded file can either contain data for a group of trucks or an individual truck. The uploaded file can also contain previously uploaded data with recent data. The application will automatically sort the machines.*

3. When all the files have been selected, click the "Upload" button. The time it takes to complete the upload will depend on the number and size of the file(s) submitted.
4. Once the uploading is finished, click "Process the file(s)".
5. When the files are finished processing, a report will be generated that will display graphs corresponding to what months were included within the PLM data for each truck.

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