CEAM032500

Operation & Maintenance Manual

980E-4

DUMP TRUCK

SERIAL NUMBERS 980E-4 A40052 and up

ENGINE 18V170

November 2016

KOMATSU®

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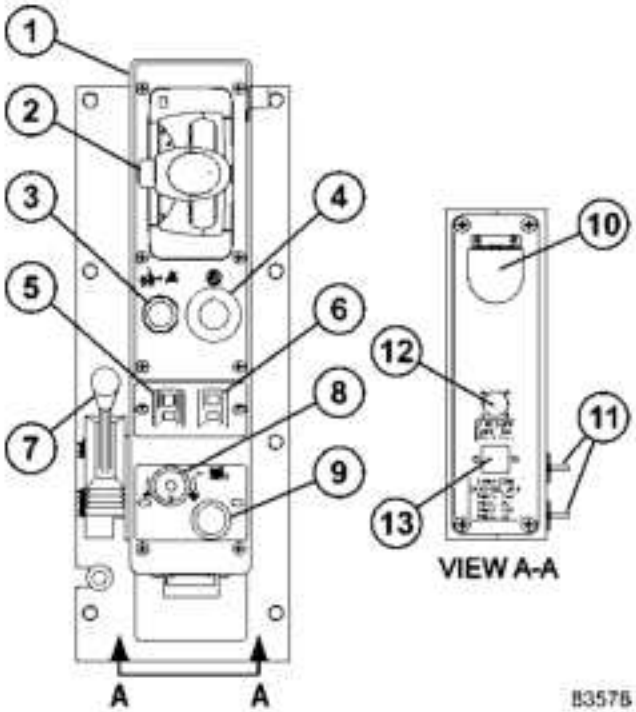
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CENTER CONSOLE D.76-0000051505



1. Center Console
2. Directional Control Lever
3. Override/Fault Reset Switch
4. Engine Stop Switch
5. LH Window Control Switch
6. RH Window Control Switch
7. Hoist Control Lever
8. Retarder Speed Control Dial
9. Retarder Speed Control Switch
10. Data Store Button
11. 12V Auxiliary Power Outlets
12. Fire Suppression Control Outlet
13. Communication Radio Outlet

Figure 6-3 CENTER CONSOLE

Directional Control Lever

Directional control lever (2, Figure 6-3 CENTER CONSOLE, page 6-7) 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 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 the truck is stopped.

Engine Stop Switch



Engine stop switch (4) is used to stop the engine. Pull the switch up to stop the engine. Push the switch back down to enable engine operation.

Use this switch to stop the engine if the key switch fails to operate, or to stop the engine without turning off the 24 VDC electrical circuits.

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EVERY 250 HOUR LUBRICATION AND MAINTENANCE E.37-0000051633

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.* 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 - **420 N·m ± 40 (310 ± 30 ft lb)**.
REAR WHEEL MOUNTING	Use a flashlight and a mirror on a long rod to inspect all inner and outer wheel mounting nuts and studs. Check for loose, damaged or missing hardware.

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NOTE: *Some of the configuration parameters require a password to change. The password for all parameters except the Payload Gain is "**Kac2300**". This is case sensitive. The password for the payload gain, which is a critical setting, is not included in this document.*

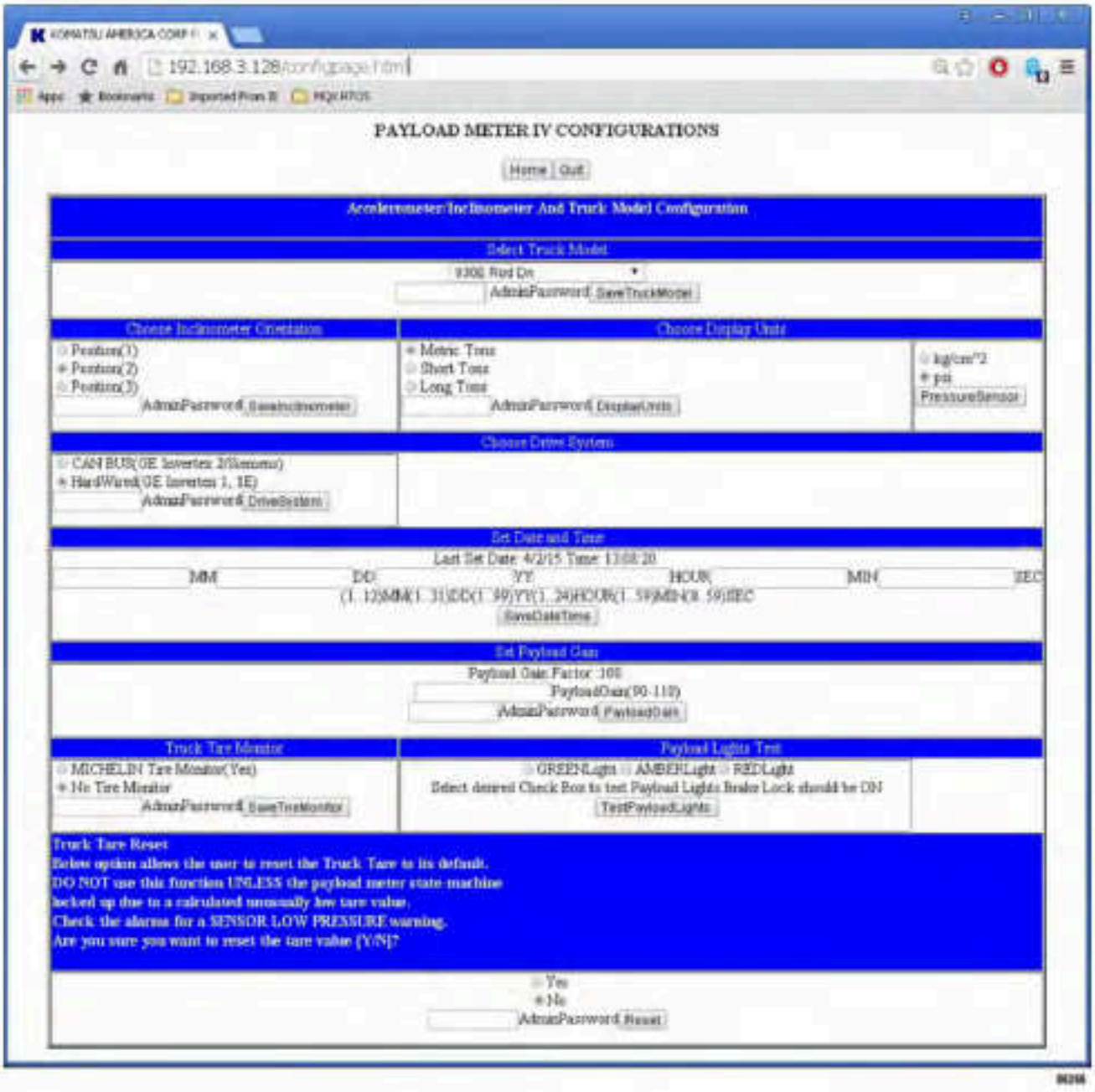
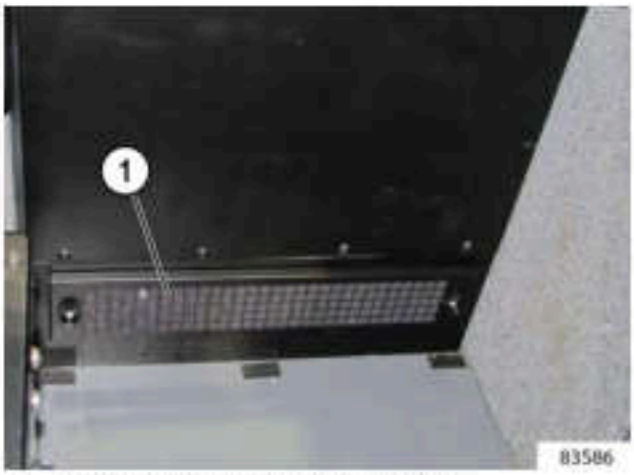


Figure 5-20 PAYLOAD METER IV CONFIGURATIONS

There are ten configuration parameters on this page. Below is a description of each.

- Truck Model
- PLM IV Mounting Orientation
- Gauge Display Units
- Pressure Sensor Units (for RTD web page only)
- Date and Time
- Payload Gain Factor
- Payload Light Test
- Truck Tare Reset

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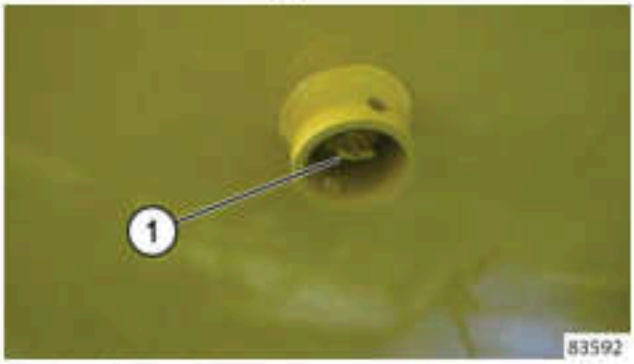
1. HVAC Recirculation Filter Element

Figure 7-8 HVAC RECIRCULATION FILTER LOCATION

1. Clean both filter elements (1, Figure 7-7 CAB AIR FILTER LOCATION, page 7-5 and Figure 7-8 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.50-0000051601

Fuel Tank Cleaning

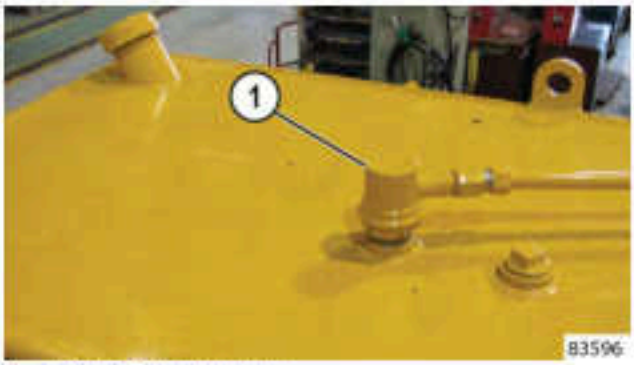


1. Fuel Tank Drain

Figure 7-9 FUEL TANK

Open fuel tank drain (1, Figure 7-9 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.

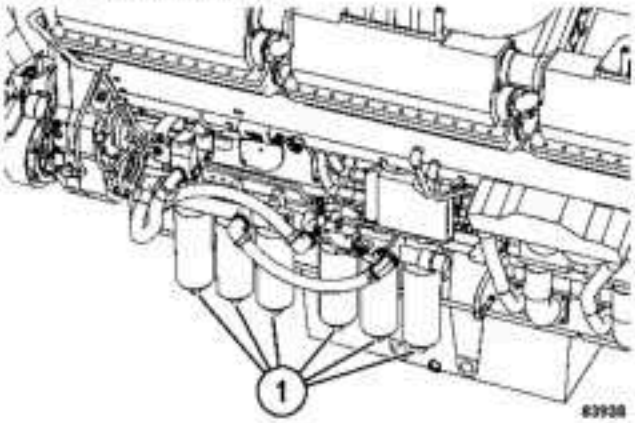


1. Fuel Tank Breather

Figure 7-10 FUEL TANK BREATHER

Remove breather (1, Figure 7-10 FUEL TANK BREATHER, page 7-6) and clean in solvent. Dry with pressurized air and reinstall.

Fuel Filter Service



1. Water Drain Valves

Figure 7-11 WATER SEPARATOR DRAIN

Open water drain valves (1, Figure 7-11 WATER SEPARATOR DRAIN, page 7-6) to remove water from the fuel/water separators daily.

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