CEBM006301

Shop Manual

830E

DUMP TRUCK

SERIAL NUMBERS **A30625 - A30649**

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Temporary Truck Settings

When troubleshooting a truck, it is sometimes necessary to make temporary changes to the system. The temporary truck settings menu allows changes to be made to speed settings, retard current, or event data collection intervals. Since any changes made on these screens are temporary, changes made using the options on this menu will be lost when control power is turned off. If the changes made using this menu will be made permanent, the truck configuration file must be changed accordingly and the CPU reprogrammed.

⚠WARNING

Selecting Special Operation in the following procedures may present a safety hazard if the engine is on. Control of the propulsion system may transfer to the PTU operator from the truck driver with this software operation. Refer to Step 1. below:

1. With the GE STATEX III PTU Main Menu displayed, select "SPECIAL OPERATION" and press [ENTER]. The screen shown in Figure 2-26 will be displayed to alert the operator about the state of the truck software.This warning notifies the operator when control of the truck is being transferred from the truck driver to the PTU, based on the PTU selection of Special Operation. When finished and the PTU is returned to the GE STATEX III PTU Main Menu, control of the propulsion system is returned to the truck driver. Before activating this command, the screen, shown in Figure 2-27, will be displayed. The PTU user must keep the truck driver appraised of this control.
2. Select "YES" on the caution screen (Figure 2-26) and press [ENTER]. The Special Operation Menu will be displayed.
3. Use the arrow keys to move the cursor to the Temporary Truck Settings Menu selection and press [ENTER].

Selections available on this menu are:

- Speed Settings

  New speed setting values may be typed over the existing values to override the current configuration file settings.

  1. Move the cursor to the speed to be changed and type the first digit of the speed desired.
  2. A screen will appear with the instruction "ENTER FLOATING POINT NUMBER". Type the remaining digits and press [ENTER].

NOTE: It is not necessary to enter values for every line. For example, if only Loaded Speed Limit is to be changed, select that line with the cursor, and type in the desired value. The remaining speeds will be determined by the values in the truck configuration file.

  3. When the new values have been entered, move the cursor to "ACTIVATE TEMPORARY SPEED SETTINGS and TRKSPD SCALE" and press [ENTER].
  4. The Temporary Speed Set screen will change to reflect the new values entered.
  5. Select Exit to return to the previous menu.

- Retard Current Adjust

  This screen allows entering a value to adjust retard current. Enter the amount to be added or subtracted from the nominal retard current limit value to make the computer control the proper current limit as measured at the shunt.

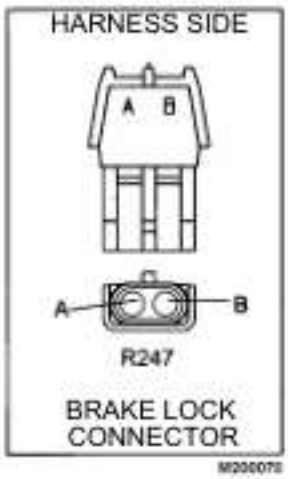
  1. For example, if the shunt reads 1300 amps, and the retard current limit is 1320 amps, enter 20 to add 20 amps to what the computer receives as feedback. This will cause the control to current limit at 1300 + 20 amps instead of the 1300 amps.
  2. In another example, if the shunt reads 1340 amps, enter -20 to subtract 20 amps from what the computer receives as feedback. This will cause the control to current limit at 1340 - 20 amps instead of 1340 amps.
  3. Select "ACTIVATE TEMPORARY RETARD CURRENT ADJUST" and press [ENTER]. Exit to the PTU Main Menu.

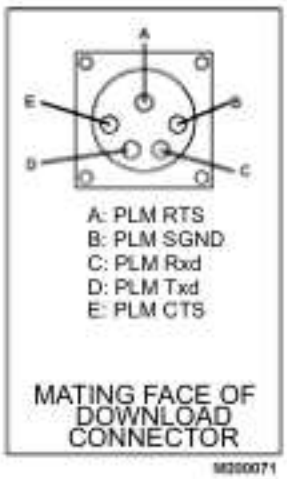
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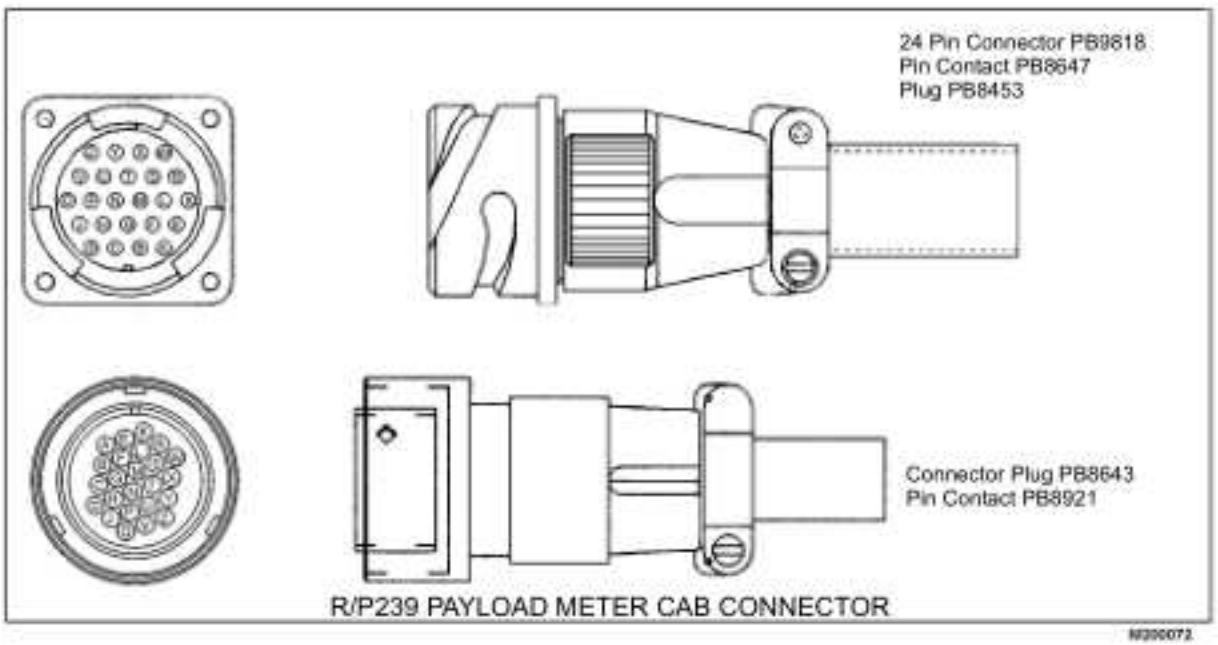
TABLE II. Troubleshooting

1. Testing operation of shutters	With engine at slow idle, connect a 24 VDC power source to solenoid valve (5, Figure 19-1)	Shutters close - **GO TO STEP 11** Shutters stay open - **GO TO STEP 2**
2. Check hydraulic pressure to cylinder rod end	Install tee fittings (6, Figure 19-4) in lines (8 & 9). Connect pressure gauges with a 0-500 psi (0-3500 kPa) range to tee fittings. Disconnect wire harness (5) from solenoid valve. There should be 75 psi (517 kPa) pressure in hose (9), and NO pressure in hose (8).	In Spec - **GO TO STEP 3** Out of Spec - **GO TO STEP 4**
3. Check hydraulic pressure to cylinder head end	Connect 24 VDC power source to solenoid valve. There should be 75 psi (517 kPa) pressure in hose (8), and NO pressure in hose (9).	In Spec - **GO TO STEP 11** Out of Spec - **GO TO STEP 4** If nothing changed as compared to Step 2 - **GO TO STEP 7**
4. Check hydraulic pressure between pressure reducing valve (3) and solenoid valve (4)	Install hose with tee fitting between pressure reducing valve (3) and valve (4). Connect pressure gauge with a 0-500 psi (0-3500 kPa) range to tee fitting. Pressure should be 75 psi (517 kPa).	In Spec - **GO TO STEP 7** Out of Spec - **GO TO STEP 5**
5. Check hydraulic pressure between pressure reducing valve (2) and pressure reducing valve (3)	Install hose with tee fitting between pressure reducing valve (2) and pressure reducing valve (3). Connect pressure gauge with a 0-5000 psi (0-35,000 kPa) range to tee fitting. Pressure should be 1,500 psi (10,342 kPa).	In Spec - **GO TO STEP 6** Out of Spec - **GO TO STEP 8**
6. Pressure reducing valve (3) is defective	Replace pressure reducing valve (3).	**GO TO STEP 5**
7. Solenoid Valve (4) is defective	Replace solenoid valve (4).	
8. Check oil supply pressure to pressure reducing valve (2)	Install tee fitting between oil supply hose (1) and pressure reducing valve (2). Connect pressure gauge with a 0-5000 psi (0-35,000 kPa) range to tee fitting. Pressure should be 3000-3500 psi. (20,684 - 24,131 kPa) (same as steering system standby pressure).	In Spec - **GO TO STEP 9** Out of Spec - **GO TO STEP 10**
9. Pressure reducing valve (2) is defective	Replace pressure reducing valve (2).	**GO TO STEP 8**
10. Hydraulic supply to shutters is incorrect	Perform troubleshooting procedures in appropriate shop manual to correct truck hydraulic system.	**GO TO STEP 8**

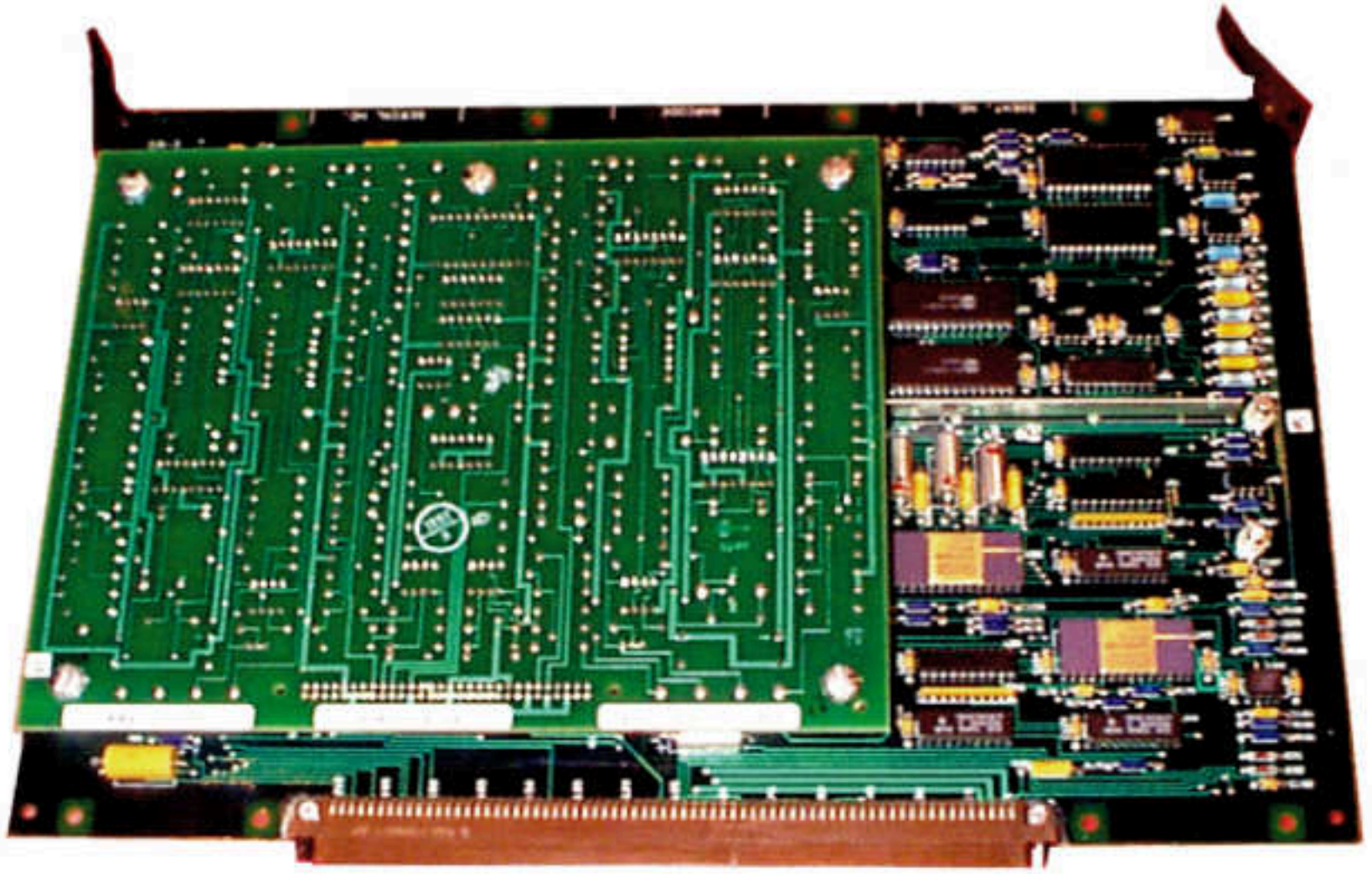
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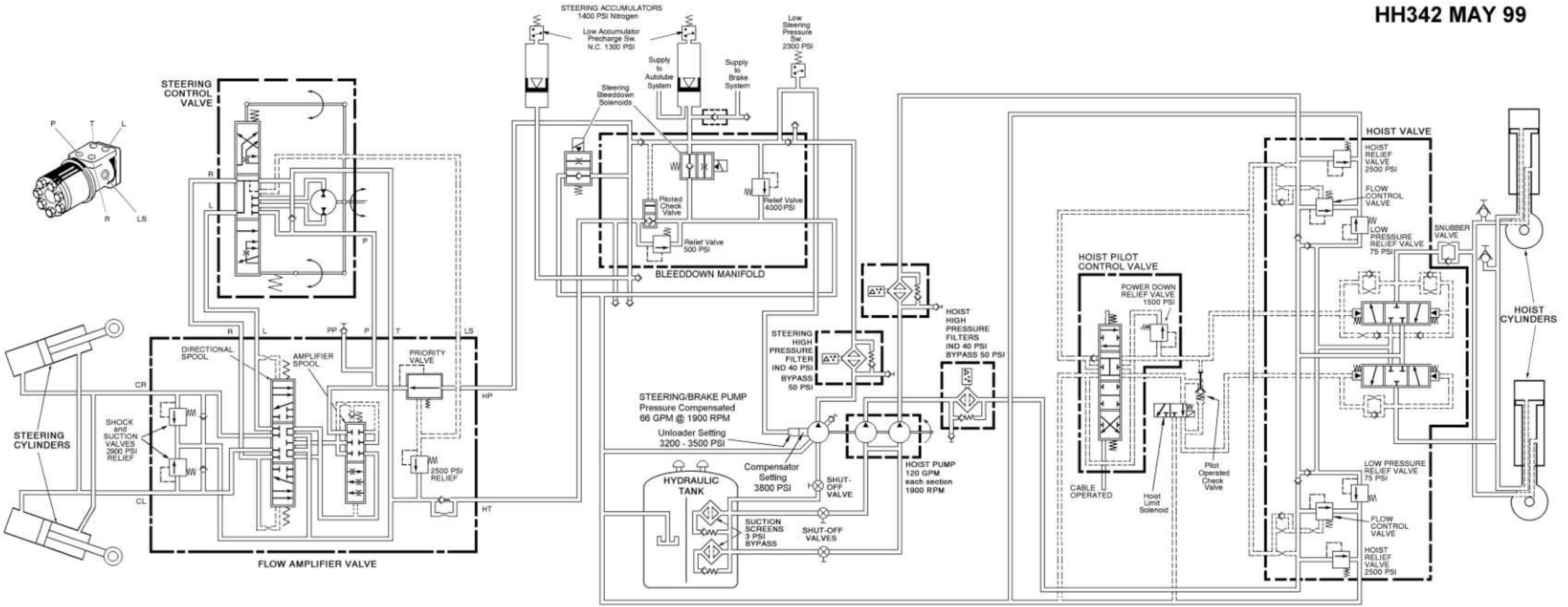


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